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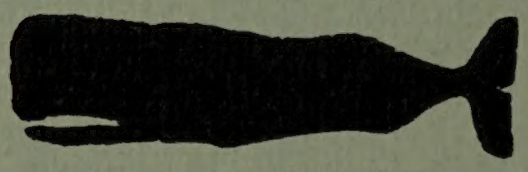
Nicholson Whaling Collection



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Wh
W7163
1886L

Bark William Bayliss

Capt. Mintross

Sailed Sept 20th 1886

Remarks made on board Bark Wm. Crowell

Sept. 20th 1886. No Observation

At mine took our departure from New Bedford with a strong N W. wind. At eleven pilot left us with all on board wishing to make a prosperous voyage.

Tuesday. Sept. 21. 1886. Lat. 39. 23. Long. 68. 34

P M. moderate winds at three knots in sight bearing S E. distant fifteen miles. Sunset no land. Middle part wind moderating and working to the Eastward. Latter part employed getting boats ready.

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Wednesday. Sept. 22. 1886. Lat. 38. 40. Long. 66. 29

P M wind North and moderate. Sunset steering S S E. Nothing in sight. Middle and latter light winds. Employed all hands getting boats ready.

Thursday. Sept. 23. 1886. Lat. 37. 37. Long. 64. 07

P M Comes in with light winds. Employed generally. Sunset steering E S E. all sail set. Middle part strong winds and working to the Eastward. Latter part wind moderating. Employed getting boats ready

Friday. Sept. 24. 1886. Lat. 37. 05. Long. 63. 59

P M. Employed at the rain. A number of sails in sight. Sunset wind the same. Middle and latter part light winds Employed at Pipe duty. Getting chafing gear aloft. One sail in sight.

Remarks made on board Bark William Baylies

Saturday Sept. 25. 1886. Lat

P.M. Set out got a light breeze from the Northward with a heavy swell from S.W. Sunset steering E.S. all sail set. Wind the same. Middle part moderate increasing from the S.W. Latter part blowing strong.

Sunday. Sept. 26. 1886 Lat 35.27. Long 68

P.M. Standing hard. Steering S.E. E. Sunset one sail in sight steering same way. Middle part moderate Latter part blowed all light sail. Latter part wind on the Larboard tack working to the Eastward

Monday. Sept. 27. 1886. No Observation

P.M. Wind East. Ships by the wind on the Port tack all sail set. Nothing in sight. Middle part light moderate wind. Latter part Employed setting up the head rigging

Tuesday. Sept. 28. 1886.

P.M. Comes in with light weather from the Westward. At four went round on the Starboard tack. Sunset nothing in sight Latter and Middle part light winds. Employed in the rigging

Wednesday. Sept. 29. 1886. Lat. 32.50. No Long.

P.M. At two past a sail steering S.E. Sunset light winds from S.S.W. steering S.E. Nothing in sight. Middle and latter part light West winds. Employed at Ships duty making Spunyarn

Horace Montrose Warter.

Thursday Sept. 30. 1886.

P.M. Moderate winds. Employed generally. Sunset steering S.E. Nothing in sight. Middle and latter part light winds. Employed generally.

Friday. Oct. 1. 1886. Lat. 31. 0. Long. 3-3. 2-3

P.M. Calm. Sunset laying on the port tack in a calm. Middle part calm Latter part got a light breeze from the South and East. Employed breaking out lower hold

Saturday. Oct. 2. 1886. Lat. 30. 13. No Long.

P.M. Breaking out. Sunset wind light from the same quarter. Ship by the wind on the port tack. Middle and latter part moderate winds. Employed breaking out forward. Went round at ten heading to the Northward

Sunday. Oct. 3. 1886. Lat. 28. 29. Long. 5-3. 5-8

P.M. At two went round again heading to the Southward. Sunset by the wind on the port tack Nothing in sight. Middle and latter part light winds from S.E. Ship by the wind on the port tack.

Monday. Oct. 4. 1886. Lat. 28. 29. Long. 5-3. 5-8

P.M. No change. Sunset wind increasing and working to the Eastward. Nothing in sight. Middle and latter part squally weather. Went round at eleven heading to the Eastward. One man by the name of Seymore off duty sick

Tuesday. Oct. 5. 1886 No Observation

P.M. Moderate winds from the Southward. Employed at Ships duty Sunset on the Eastern tack by the wind. Middle part squally weather. Latter part breaking out between decks.

Remarks made on board Bark Wm Bayliss

Wednesday. Oct. 6. 1886. Lat. 27.30. Long. 53.37

P.M. Employed at the same. Sunset mid light from the Southward. Ship by the mind for the Port tack. Middle and latter part moderate South winds. Employed generally making Spunyarn &

Thursday. Oct. 7. 1886.

P.M. Wind working to the Eastward. Sunset by the mind on the Port tack heading S. W A number of sails seen during the day. Middle and latter part light Easterly winds Have been employed at Ships duty.

Friday. Oct. 8. 1886. No Observation

P.M. Employed the same. Sunset. by the mind on the Port tack. Heading to the Southward. Nothing seen. Middle and latter part light Easterly winds. Employed at Ships duty

Saturday. Oct. 9. 1886. Lat. 24.34. Long. 53.42

P.M. Wind working to the Southward mid ground on the Starboard tack heading to the Eastward. One sail in sight. Latter part light South winds. Employed at Ships duty.

Sunday. Oct 10. 1886 Lat. 24.45. Long. 53.49

P.M. No change. At work in the rigging. Sunset on the Starboard tack by the mind. Nothing in sight. Middle and latter part light winds from the Southward. All hands reading. To day Antone Joseph went below off duty sick with a disease contracted at home.

[illegible]

Monday. Oct. 11. 1846. [illegible]

Mo. Set in got a strong South wind accompanied with heavy rain. Furled mainsail and hauled off shore. On the same tack by the wind. Middle and latter part cloudy weather. Had a heavy thunder squall at 12 o'clock with everything.

Tuesday. Oct. 12, 1846.

P.M. Moderate South winds with rain. Set the Mainstgallantsail & Flying Jib and down the same again. Nothing else happened, Same number by Same Course.

Wednesday. Oct. 13. 1846

P.M. Weather the same steady. Furled the mainsail & Set Foresail Kept under Nothing else happened. Same by the wind on the Starboard tack.

Thursday. Oct. 14. 1846. Lat. 27 ° 15 Long.

P.M. Strong breeze. Had to set main topsail. Course S.W. Middle and latter part strong breezes with the same. Nothing else happened.

Friday Oct. 15. 1846 Lat. 24. 40. Long.

P.M. Moderate Light. Furled the Mainsail & Set Mainstgallantsail & Flying Jib. Course S.W. Main part strong breezes. Middle and latter part strong breezes and cloudy weather.

Thursday. Oct. 27. 1836.

Pilot out lowered for Black Fish schr. but got nothing returned on board and a Morning charge. Sunset calm. got Log early yesterday morn. Barometer Calm all day

Friday. Oct. 28. 1836. Lat. 42.10. Long. 70.10. Temp. 58.0

Pilot, Light winds from the Eastward. Sundry vessels in sight. Sunset Pilot & Light. Nothing in sight. Middling fresh breezes from the Eastward. Employed in heaving the

Saturday. Oct. 29. 1836.

Pilot. Moderate Breezes. Part cloudy found by the Forenoon. Sunset steering SW & Nothing in sight.

deliberately passed overboard and

Sunday. Oct. 29. 1916.

P.M. Weather threatening. Sunset on the Atlantic
Bank by the mind. Nothing on sight.

Monday. Oct. 30. 1916.

P.M. Weather threatening. Sunset on the Atlantic
Bank by the mind. Nothing on sight.
Retired early. Expected to be called at 4 o'clock
but the watches change at 4 o'clock
and the watches change at 5 o'clock
and the watches change at 6 o'clock
and the watches change at 7 o'clock
and the watches change at 8 o'clock
and the watches change at 9 o'clock
and the watches change at 10 o'clock
and the watches change at 11 o'clock
and the watches change at 12 o'clock
and the watches change at 1 o'clock
and the watches change at 2 o'clock
and the watches change at 3 o'clock
and

Sunday Oct 31 1886 [illegible]

P.M. No change in the weather. Commenced
exercise from 1 to 2 P.M. Course heard to the E
[illegible] Middle and latter part
windy. A number of sails in sight.

Monday Nov 1. 1886. Lat. 35.30. Long. 77.32.

A.M. No wind. Dozen in a while a small
rain. Two sails in sight. Steering
[illegible]

[illegible]

[illegible]

Monday. Dec. 10. 1816. Lat. 39 m. Long. 1 26

P.M. Employed in our usual Employments. Saw a Sperm Whale. Middle and Latter pt. Strong Breezes and Squally. Employed in Whale Fishery

Tuesday. Dec. 11. 1816. Lat. 38-2. Long. 31.14

P.M. Saw a number of Sperm Whale to the Northward heard a Sperm Whale to the Eastward. Middle and latter pt. Strong Breezes and Squally. Employed in Whale Fishery

Wednesday. Dec. 12. 1816. Lat. 02.24. Long.

P.M. Employed as the same Sunset in the Eastern Part of the mid. One sail in sight steering to the Westward. Middle and latter pt. Strong Breezes. Employed as

Thursday. Dec. 13. 1816. Lat. 01.12. Long. 32.45

P.M. Employed. Sunset as usual. Middle and latter pt. Strong Breezes. Employed as

Friday. Dec. 14. 1816. Lat. 00. Long. 32.44

P.M. Employed the latter part of the day Sunset as the Weather was Clear. Middle and latter pt. Strong Breezes. Employed as

Saturday. Nov. [illegible]

P.M. Morning. Returned on board at about. Hauled out to [illegible]. Wind [illegible] and heavy squalls of rain. Commenced [illegible] got all through at noon.

Sunday. Nov. [illegible]

P.M. Employed cleaning [illegible] Middle and latter part moderate and Employed bailing.

Monday. Nov. 22. 1875. No Observation

P.M. Light. Employed cleaning [illegible] Middle and latter part moderate. Employed bailing.

Tuesday. Nov. 23. 1875. No Observation

P.M. Employed setting up main rigging. Set [illegible] Steering gear. Middle and latter part light and strong winds. Have been steering about (1214) yards of Sail

Wednesday. Nov. 24. 1875. [illegible]

P.M. Raining heavy. Finished steering gear. Set [illegible] Middle and latter part moderate and employed bailing at daylight.

Thursday. Nov. 25. 1875. [illegible]

P.M. Strong winds. Was laid on right. Employed [illegible] Steering gear. Middle and latter part strong winds. Have been employed bailing [illegible]

Thursday. Nov. 20. 1856. Lat. 20° 00. No Long.

P.M. Employed the same. Turned in light hoses
and at 8 P.M. hove to. Lat. by obs. Long. 17° 00 W.

Friday. Nov. 21. 1856. Lat. 19° 41 N. Long.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Saturday. Nov. 22. 1856. Lat. 20° 00. No Long.

P.M. Employed the same. Turned in light hoses
and at 8 P.M. hove to. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Sunday. Nov. 23. 1856. Lat. 19° 41 N. Long.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Monday. Nov. 24. 1856. No Observation.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Tuesday. Nov. 25. 1856. Lat. 19° 41 N. Long.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Wednesday. Nov. 26. 1856. No Observation.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Thursday. Nov. 27. 1856. No Observation.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Friday. Nov. 28. 1856. Lat. 19° 41 N. Long.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Saturday. Nov. 29. 1856. No Observation.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Sunday. Nov. 30. 1856. No Observation.

P.M. Employed unbending mainsail. Got
it on board and bent it. Employed bending
and stowing sails. Employed bending
and stowing sails. Employed bending
and stowing sails.

Extract from Master's Log

Wednesday, Dec. 1, 1886. No Observation

PM Had a sudden shift of wind to the S.E. freshed all light sail blowing away. Steered heading to the South & East under topsails Latter part wind moderating from the Westward ran everything but the lower topsails.

Thursday. Dec. 2. 1886. Lat. 29.37. Long. 46.

PM. Blowing hard. Furled sails reefed Mainsail mild moderating made sail. Latter part Ship E.B. Sailors on watch. Daylight all sail set

Friday Dec. 3. 1886. Lat. 30.32. Long. 47.54

PM. Light winds and working sail. Steered variable PM. W. Three sail in sight Steamer. Middle and latter part moderate winds from the Eastward. All employed to day setting up topmast rigging.

Saturday. Dec. 4. 1886. Lat. 31.40. Long. 49.04

PM. Wind light. Employed generally. Sunset steering SW half W. Thomas Ricketty returned to duty to day. Middle and latter part winds from the E. Eastward. Employed to day making Ship inside and bending sails over.

Sunday. Dec. 5. 1886. Lat 33.13. Long. 50.55.

PM. Employed generally. Furled sails Latter part moderate winds from the N. Th Y Earl left Gravesend for Port Adelaide 90 fathoms of water

Commenced cruising Fresh Wind Ragless

Monday Dec. 6. 1886 - No Observation

P.M. Wind increasing from the same quarter Strong squalls reefed Foresail from one to five P.M. Middle and latter part steering South & East. Employed as the morning setting sail Washing &

Tuesday Dec 7. 1886. No Observation

P.M. Wind increasing. Sunset stormy P.M. a number of Squalls seen through the day Middle and latter part moderate Steering P.M. Employed generally.

Wednesday. Dec. 8. 1886

P.M. Squally weather with a Strong wind Sunset heading S.E. by the wind. Set sounding at four in 37 fathoms of water. Latter part Westerly wind. Employed all hands

Thursday. Dec 9. 1886.

P.M. Steering S.S.W. Sunset by the wind squally Set double reefs. Middle and latter part light winds from the Westward Employed at Ships duty.

Friday. Dec. 10. 1886. Lat. 41. 10. Long. 34. 20

P.M. Wind increasing. Sunset stormy A.M. Latter part took a reef of. Employed going South & Eastward Set more Canvas.

Saturday Dec. 11. 1886

P.M. Squalls from a large high sea at times Employed in the P.M. Set Main Topsail Middle part Struck Topsail all hands employed

Monday. Dec. 12. 1886.

P.M. Calm. Set through reading at the Entrance
through the eastern Entrance. Latter part light airs
from the Eastward steering S.W. by S.

Tuesday. Dec. 13. 1886.

P.M. Sailing
variable from the Northward. Fore sheet hauling
P.M. Fresh breezes sailing. Passed Sailing vessel
Latter part strong winds from the
Eastward. Saw a number of H. Barks.

Wednesday. Dec. 15. 1886.

P.M. Sailing. Passed numerous
Dark foggy weather got through light
winds. Latter part commenced to blow
got all through at dark part down (35-28) gall
of Spirit

Thursday. Dec. 16. 1886.

P.M. Sailing. Moderate got a pilot from
Portland steering S.W. Latter part increasing

Friday. Dec. 17. 1886. Lat. 49.16. Long. 55.00.

P.M. Employed generally. Passed steering
Middle and latter part strong West winds.

Saturday. Dec. 18. 1886.

P.M. No Observe. Passed steering South

Yaquina Jetty on Jetty Park. Off Bayline

Monday Dec 1 1856 Lat. 44.35. Long. 124.3

PM. Calm Employed making Life mats. Same as usual. Lunar daylight of Sailors Cove Alsea Bay. Last sight of the Coast Range Mts. Sylvia left off. Wind South

Monday Dec 10. 1856. Lat. 34.40 Long 123.30

PM. Strong winds from the same quarter. Same steering S.E & N.W. Latter part more Moderate. Wind ahead steering South (20) Days out. Took for two Days out boat on to day.

Thursday Dec 11 1856. Lat 33.50 Long 121.00

PM. Wind moderating and working more to the Westward. Lowered Launch off on other Same direction Employed on the Starboard Watch by the usual Watches and latter part steering Westerly course. Made Island in sight bearing N.N.W.

Wednesday Dec 17 1856. Lat 33.20 Long 118.30

PM. Fresh Gales and squally weather from the Westward. Tore the Flying Jib and sail master reference.

Thursday Dec 18 1856. Lat. 33.30 Long 117.10

PM. Comm. Fresh & Fair moderate & Clear Hove to on the Starboard tack by the wind Middle part moderate & Fair. Wind South Set Close high a Sudden Squall of wind to the N.W made Sail again with a reef in each

Thursday. Dec. 25. 1856. Lat [illegible] Long. [illegible]

P.M. Wind moderating. Sent [illegible] Ship on Stbd. Steamboat Lark standing to the Southward Middle and latter part strong P.M. squalls

Friday. Dec. 26. 1856. No Observation

P.M. Wind standing to the N.E. and Sent Steering S.W. half W. Fresh in sight N. Middle and latter part Weather. Wind W by N.

Sunday. Dec. 26. 1856. Lat. 36.41. Long. 64.08

P.M. Steering a heavy gale from S.S.W. mostly but lowered main T'gall. One sail in sight. Midnight gale moderating. Latter part mod.

Monday. Dec. 27. 1856. No Observation

P.M. Set too got a light air from the N.E. Sent gradually increasing. Steering W.S.W. One sail in sight bound to the Eastward. Middle and last five Islands of Bergs. Convoy of Coast to steering W.S.W. Wind North.

Tuesday. Dec. 28. 1856. Lat [illegible] Long [illegible]

P.M. Wind working to the Westward. Sent by the mind heading to the Northward. One sail in sight steering same way. Middle and latter part of [illegible] Latter part moderating.

Wednesday. Dec. 29 1856. Lat 37.18. Long. 71.45

P.M. Set more Ship heading to the South Sent made the same and steering. Middle and latter part fresh and [illegible] from the Westward

Thursday Dec 31 1857 Lat 42.40 Long [illegible]

P.M. Steamer in sight from the N & W. Connecticut
Ship heading N W by the wind [illegible]
[illegible] Thursday [illegible]

Wednesday Dec 31. 1856 Lat 42.38 Long 73.27

P.M. Steamer passed to Leeward. Weather squally and
snowing. Employed upon Signal & Steamer on the
port Watch latitude by the Noth & West. Employed
getting [illegible] Middle part watch at the wheel
with latitude P.M. Latter part variable
fresh winds & squalls.

Thursday Jan. 1. 1857. No Observation

P.M. Steamer Wyoming. Passed by the morning
watch to the South & West. Moderate and
[illegible] from N W and fresh [illegible] weather

Friday Jan. 2. 1857. Lat 42.15 Long 72.12

P.M. Steamer passed the outer Light Vessel
Signal on the Northern track. Weather thick
Midnight hazy a sudden change of wind
into the S W with clear weather. Wind strong
squalls

Monday Jan. 3 1857 Lat 42.32 Long 71.07

P.M. Wind working to the S W again and
strong. Passed on the Northern track by the wind
Light all sail employed upon, latter part strong
N W gale

Tuesday Jan 4 1857 [illegible]

[illegible] working to the Southward
[illegible] Latitude and Longitude
[illegible]

Wednesday. Jan. 4. 1886. Lat. 47.53 Long. 78 47

P.M. Wind continue forward as soon as the ice
= ally. Sunset on the mind on the Northern Land
Middle and latter part bad weather heavy squalls
from the Northward

Thursday. Jan. 6. 1886. Lat. 47.30. Long 77. 21

P.M. Wind fare steering N.W. & everything set
Sunset steering the same. Middle and latter
part light wind from the South & West

Friday. Jan. 7. 1886. Lat. 47.10. Long. 78 47 6

P.M. Wind back again ahead and squally
Ship under topsails & courses heading to the
Westward. To day found the Ship making
very much water. Middle part raining. Latter fresh
wind South and clear. Steering W. W. half W.

Saturday. Jan. 8. 1887. No. Observation

P.M. Light South wide. Set the Watch and Boat
boat out to day. Sunset nearly calm. Steering W.
Cotton Joseph & John Lafrance till 8 o'clock. Middle
got a light breeze from the North and back
Latter part raining hard and much wind
very dark all night. Set. Carryed away the
Flying jib sail & upset.

Sunday. Jan. 9. 1886.

P.M. Raining. Hove round at two heading
to the North and east. Sunset no observation

No Observation

Cloudy Weather with Rain at times. Wind
to the Eastward Course as steered. Middle and
latter part more settled with more Steady
Wind.

Tuesday Jan 11. 1887. No Observation

Still Weather but Cloudy. Employed as
required on Deck P.M. Steering N.W. Wind
about as yesterday from the Southward. Latter part
working to the Northward. Employed as forenoon
Flying Fish & Boggy on Starboard Quarter.

Wednesday Jan. 12. 1887. Lat. 23 04 Long. 76 32

A.M. Wind North again and running. Hove to
the wind on the Eastern Tack under Close
Reefed Main Sail. Middle and latter
W.N.W. were round with Head to Northward. also
weather.

Thursday Jan. 13. 1887. Lat. 40 16. Long. 70. 20.

Middle Strong West winds. Employed breaking out
for winter. Moored on the Port Tack by the wind
all day &c. Middle and Latter part
made from the Southward & Westward Steering
N.N.W.

Friday Jan. 14. 1887. No Observation

Middle Wind moderating and veering to S.W. Made sail
to the S.W. Employed generally.

Saturday. Jan. 16. 1887. Lat. 27. N. Long. 79. 27

P.M. Cat bird rose the Island of Windsor steering N. E. by N. Sunset came to the wind on the Starb. tack with main yard about East on each tack distant ten miles. Latter part of daylight kept off W. N. W. Wind all sail employed washing Ship inside.

Sunday. Jan. 16. 1887. Lat. 33. 00. Long. 79. 27.

P.M. Hauled off N. and gradually increasing Sunset and N. all sail set by the wind on the Port tack. Middle part and first again got to the Southward steering N. N. E.

Monday. Jan. 17. 1887. Hauled On. the Starb.

P.M. Kept off N. W. for Juan Fernandez Sunset with light sail steering the same Daylight kept off for the Island steering N. by E. At nine sent three boats in a fishing.

Tuesday. Jan. 18. 1887. Lat. 31. 33. Long. 80. 17

P.M. Off and on. Sunset boats returned on board with a nice lot of Fish. Kept off N. and made all sail. Middle and latter part steering inside from S.S.W. Employed variously.

Wednesday. Jan. 19. 1887. Lat. 29. 12. Long. 82. 02

P.M. Light moderating and raining. Sunset clear weather wind fresh. End steering the same Midnight wind work to the S.E. Hands employed to clean ship work.

Remarks passed on board Bark W. Bayless

Monday, Jan. 20. 1847. Lat. 20.12. Long. 24.01

P.M. Employed the same. Passed steering
N.W. by W. all night. Middle and latter part
strong winds. Have been employed scraping
and painting

Tuesday, Jan. 21. 1847. Lat. 24.44 Long. 80.31.

P.M. Employed the same. Passed steering
much as before. W.N.W. Middle and
latter part strong breezes. Employed
as yesterday

Wednesday, Jan. 22. 1847. Lat. 21.15. Long. 84.00

P.M. Employed the same. Passed steering N.W.
by W. Middle and latter part moderate and
pleasant. Employed painting and scraping

Thursday, Jan. 23. 1847. At Anchor

P.M. Employed the same. Passed steering W.
by N. and latter part moderate and
pleasant all day

Friday, Jan. 24. 1847. Lat. 19.14. Long. 87.17

P.M. Employed the same. Passed steering W.
by N. latter part employed getting Boats ready and
hoisting them on board. Hove log 11 P.M.
Employed as yesterday

Saturday, Jan. 25. 1847. Lat. [illegible]

P.M. Employed the same. Passed steering
W. by N. Employed as before. Middle
and latter part moderate and pleasant

Thomas Manton. Master.

Wednesday. Jan. 20. 1847. Lat. 14. 42'. Long. 21. 22

P.M. Employed the same. Sunset clear. Moderate and latter fresh winds. Employed rattling down painting.

Thursday. Jan. 27. 1847. Lat. 13. 28. No Longitude

P.M. Employed on rattlings. Sunset clear. All sail set. Middle and latter part light winds. Have been employed rattling down painting

Friday Jan. 28. 1847. Lat. 12. 9. Long. 21. 25

P.M. Busily employed. Sunset steering W

Sunday. Feb 8. 1857

Off Penang. Kept off West under Pt Light. Em-
ployed trimming. Middle and latter part
employed boiling.

Wednesday. Feb. 9. 1857. Lat. 04.04. Long. 116. 6 E

P.M. Boiling. Funnel steering W. & all sail.
Middle and latter part moderate winds. but
strongh boiling at noon.

Thursday. Feb. 10. 1857. Lat. 03.45. Long. 118. 0 E

P.M. Getting oil ready to stow down. Funnel steering
A.M. & P. Latter part employed scraping oil

Friday. Feb. 11. 1857. Lat. 03.50. Long. 120. 38 E

P.M. Frequent rain squalls. Funnel steering
A.M. & P. Latter part stowed down (3796) gallons
oil between decks.

Saturday. Feb. 12. 1857. Lat. 01. 20. Long. 121. 0 E

P.M. Employed washing Ship inside. Fun-
nel steering W.N.W. Latter part employed
washing Ship

Sunday. Feb. 13. 1857. Lat. 00. 41. S. No Long.

P.M. Funnel steered for a school of small
Whales got none. dark. Kept off Pt Light
All latter part moderate weather and hazy.

Monday. Feb. 14. 1857 [illegible]

P.M. Funnel steering N.W. [illegible]

Saturday. Apr. 29. 1848.

P.M. Light airs from N.W. to S.W. and in the
forenoon Clear & Pleasant.

Sunday. Apr. 30. 1848. Lat. 13.15 Long. 165. 40

P.M. Calm. Squalls. Hauled the Yards
brace from S.W. steering W.N.W. Latter part
cloudy again and blowing hard with heavy rain
& snow.

Saturday. Apr. 2. 1847. Lat. 53.31. Long. 161. 11

P.M. Strong Westerly winds. Ship on the Starb
tack by the wind. Saw Brown bluffs
bore South. Middle and latter part
moderate and fair all sail. Steering

Sunday. Apr. 3. 1848. [illegible]

P.M. [illegible] Land ahead. Hauled
[illegible] in mouth clark [illegible] of shore.
[illegible]

[illegible]

Saturday. May. 13. 1882. Lat 37.25. Long 122. 40

PM. Wind NE and moderating. Wind S
in night. Sunk ... during night
[illegible]

Sunday. May. 15. 1882. Lat. 37.25. Long.

PM. Still standing North and ... Wind
SE and light. Still and ... Hazy
early part. Sighted Farallone Islands
[illegible]

Monday. May. 16. 1882. Lat 37.41. Long. 122. 17

PM. Came up to the Farallones with fresh
westerly breeze. Passed Bonita Rock. Made
and Letter Pt. Light visible from the North
Two sails in sight.

Tuesday. May. 17. 1882. [illegible]

PM. Waltzer Rock. Nothing in sight.
Point Light [illegible]

Wednesday. May. 18. 1882.

PM. Passing Bar. Hobson Bar & Pilot,
Point Pedro Light [illegible] Pilot
Weathered.

[illegible]

Wednesday. Feb. 7. 1787.

Thursday. Feb. 8. 1787.

Friday. Feb. 9. 1787.

Saturday. Feb. 10. 1787.

Sunday. Feb. 11. 1787.

Monday. Feb. 12. 1787.

Tuesday Nov 22 [illegible]

Tuesday Nov 22 [illegible] Thanksgiving
At three o'clock we took our anchor and the
[illegible] Tok us to sea at half past four left go
[illegible] hawser and towed us like a boat and
[illegible] some letters on board of the [illegible]
[illegible] and stood to sea steering S.W. by W.
[illegible] employed in getting the [illegible]
[illegible] steering W.

Wednesday Nov 23rd 85. Lat 34-17. Long
P.M. Wind from the S-West. hands employed stowing anchors and cable. middle part moderate and

Thursday Nov 24-1885. Lat Long
P.M Winds varying from N-W. to North hands employed in breaking out the after deck's and stowing sails course South by West part of the day with a light mist steering the same middle part wind varying from West to North morning employed mending and bending sails the rest of the day

Friday Nov 25. Lat. 32-40. Long
P.M. this afternoon begins with a light wind from the North-East varying to the Eastward a little hands employed in sail-mending middle part light wind from the northward and North East morning employed in mending sails steering South-west by South so ends this day

Saturday Nov 26. Lat 31-52. Long 127-14
P.M. mending a fore-Sail at four o'clock Washed the decks at sunset wind at first North-East middle part from Eastward. latter part light winds and calm

Sunday Nov 27 Lat 31-46 Long
P.M. begins with a calm at three o'clock a little wind sprang up from the N-E-by-N remained so until five at which a calm ten o'clock a breeze sprang up from the Northard varying from the South-West by West morning hazy with a heavy squall of wind and rain hands employed breaking out after hold and clearing up the fore hole.

Journal Book No. 2.

Monday Nov 28. Lat Long
P.M. hands employed bending the main
Course with the wind at N.N East
steering N.E. first middle part pleasant
wind at South morning. hands employed
mending sails.

N. W.
Tuesday Nov 29 Lat 27:30 Long 130 19
P.M. Employed repairing and bending
sails sunset with wind at N.N East
steering S.S.E East middle and latter part
wind at South-east hands employed
mending sails. 20 hands

N. W.
Wednesday Nov 30. Lat 25:35 Long 131:46
P.M. wind at North-east busy mending
sails. carpenter repairing a boat sunset
with wind at north-east course south south
east morning wind at east north east hands
employed mending sails saw a sail in back Wind

N. W.
Thursday Dec 1. Lat 23 21 Long 133 56.
P.M. employed in mending the sails
washed the deck sunset with the wind
at North-East course south-south-west
middle and latter wind at north east
hours employed mending sails 20 hands

N. W.
Friday Dec 2. Lat 21 11 Long 136 11
P.M. hands employed mending sails
made a set of pilot jumants sunset wind
at north-north east course S.S.West.
middle and latter part wind at N.East
hands employed mending sails.

N. W.
Saturday Dec 3. Lat 18:56 Long, 141 56
P.M. wind at N.East with squalls of
rain hands busy mending sails &
carpenter at work on boat middle and
latter part strong trades.

Isaac Monroe. Master.

Sunday Dec 4th Lat Long
P.M. Strong trades N.E. steering S.W. by W.
middle and latter part wind the same
hands employed breaking out water
& mending Sails.

N. W.
Monday Dec 5 Lat 14 36 Long 144.41
P.M. mending fore top-mast stay-sail
took in the port bow boat and put
another in her place sunset with a
east-north-east course south-west-by-S.
during the night wind at N-East
in the morning hauled East North East
and remained so the rest of the day
hands employed in repairing sails
course South-West by South 2 ends

N. W.
Tuesday Dec 6 Lat 12-18 N. Long 146-12 W
P.M. Wind from the East-north East
Course South-west-by-south hands employed
in sail mending Carpenter & Engineer
at work on a boat light squalls &
rain during the afternoon sunset wind
and course the same middle part wind
from the north east with rain squalls
hands employed repairing sails and
at work in the rigging 2 ends

N. W.
Wednesday Dec 7 Lat 10 11. Long 148.73
P.M. fine weather and work on sail
and 4 oar-ropes. course at sunset
South West-half south during the night
had heavy squalls of rain and
Wind, morning weather the same
hands employed overhauling the
cutting blocks course at half past-
ten altered the course from S-W by S.
to West-half-South.

Tuesday Dec 8 Lat 8. Long 168-8
Strong trades and squally
Course West half South
Light strong trades mourning squally
Squalls of wind and rain. Hands
at work on the fore-jigallant and
royal yard rigs, 20 ends.

Friday Dec 9. 1887 Lat 8 Long 170 W.
P.M. Began with fine weather
and remained so all the afternoon
at work on the cutting-gun-block
straps. Course West-by-South with
with the wind at E. middle &
latter part a fine wind at work
overhauling foot ropes course W. by
S. so ends this day.

Saturday Dec 10. Lat 8-0 Long 171-51
P.M. employed breaking out Beef &
Pork and hams and paint oil finish
by washing the decks course W. by S.
strong trades the rest of the day
20 ends

Sunday Dec 11 Lat 8 42 Long 171 23
P.M. a fine afternoon strong trade
wind steering course West by South
middle and latter part the same
took in the starboard Boat.

Monday Dec 12 Lat 8-48 Long 167-05
P.M hands employed in the rigging and
mending sails carpenter at work
on the starboard boat course W. by S.
middle and latter part strong trade
winds hands employed in sail
mending and fitting the rigging
course West by South.
20 ends this day

Horace Montross. Master.

Tuesday Dec 13, 1887 Lat 8=34 Long 161=14
PM hands at work on sails at 6 o'clock
put the Starboart boat out and took in
the wasst boat. in the night we had
strong trades morning at work on the
main-sail course West by South. 20 ends

Wednesday Dec 14 Lat 8=45. Long 170=47.
P.M. moderate trades at ordinary sail
carpenter at on the boat bent the
main sail at half past four. course
West by South dureing the night
a fresh trade and morning the
same at work on the main hatch
course W-by-S 20 ends this day

Thursday Dec 15 Lat 8-31. Long 173-44
P.M at work in the after hole took out
smegar & paint oil. John Vigot took his
things aft in the steerage at 6 capt Montross
orders. Carpenter at work on a boat
on the house, engineer at blacksmith
ing course West by South. weather was
fine dureing the night morning was
employed in sail patching course
West by South 20 ends

Friday Dec 16 Lat 8=31 Long 176=32
P.M at on the flaying bit carpenter
at work on a boat at Capt Montross
orders Godfrey Yencer began his
duties as steerage boy. course West by
South wind was mild during the
night morning. was at work
sail mending course W by S
20 ends

Saturday Dec 17 Lat 8 28 Long 178-57
W finished mending sails course
West & south during the night night
under morning the same at W
rounded close reefs at 4 A.M

Remarks on board H.M.S. Dwarf

Sunday Dec 18 1887 Lat 8-2 Long 175-32
At 8 Moderate trades employed
middle & latter part the crew
hands employed in the rigging
and part Sat and took in the
sails and beat to windward

East

Monday Dec 19 Lat — Long —
At 8 fell work in the forenoon
course West by South — hove to for the
mail took with the head yards aback
all night at daybreak bore off
West by South sails employed at
Various Jobs. 20 ends

East

Tuesday Dec 20 1887 Lat 7-20 Long 175-54
P.M. at work fixing the head stays
Carpenter working on a rudder head the
Engineer at work blacksmithing
course South West by West during the
night moderate trades course S.W. by S.
morning at work setting up the
head gear 20 ends

East

Thursday 22 Dec Lat 7-14 Long 175 11
Change of time from West to East
Longitude, At work on the head gear
ended tuffed to on the port tack
heading to the southeast. at 12 A.M. bore
ship and stood to the southward with
the A.M. then went about at five
bells off West by South at work on head
gear and finished 20 ends

South East

Friday Dec 23 Lat 6-7 Long —
P.M. Strong trades at work Carpenter
repairing remnants at three P.M. saw
Island of Arno one of the Marshall
Groups at 4 P.M. ~~light~~ airs with a
course West half South during the
night strong trades morning employed
in ship duty 20 ends

Marae Montrose - Master

Saturday Dec 24, 1887, Lat N Long E.
P.M. at two o'clock raised the Island of Elenore and went ashore and done some tradeing at sundown on the west side on the port tack. Worked the ship to windward during the night at daybreak tacked and stood in to the Island at eight o'clock rounded the west & Starboard bow to at Mate & third mate went ashore but the natives would not do any tradeing stanted South ship at Quarter past 11 and arrived onboard at 12. 20 mds this day

East North
Sunday Dec 25, 1887 Lat 6 8-00 Lat 7. 8
P.M. kept off South West with the wind & the Island, strong trades during the night and morning hand employed in ships duty.

N E.
Monday Dec 26 Lat 7.11 Long 164-27
P.M. hands employed in ships duty course W by S during the night moderate trades steering the same hands employed in ships duty

Tuesday Dec 27 Lat Long
P.M. employed overhauling block. course W by S half South working ship for land during the night moderate trades at 11 PM hove to the ship to keep off at five in the morning raised the Island of McAskill at half past six hove to at ten and the natives came onboard and done some tradeing

N E
Wedensday Dec 28 Lat 6:10 Long 160:40
P.M. Capt Montross went ashore at half past twelve and remained ashore all night sent some cocoa nuts and Duck-Chickens onboard The Capt stoped on shore all night and the ship layed off and on.

Remarks aboard Bk Ida Bayliss
Hoisted in the mainsail and sent two
Boats ashore at nine A.m. so ends

Thursday Dec 29 Lat 6°10 Long 160°40.
P.M. finished a lap at 1 o'clock the Capt
and Pa trader came on board at three
squared away West half north stood
Wards at 2 o'clock A.M. hove to on the
Starboard tack at five kept off West-
north-West at eight raised the Island
of Mission and stood to at half past
Eleven. so ends

Friday Dec 30 1887 Lat 6°52 Long 168°24.
P.M. at half past 12 kept off for Middle
Harbor in going in we struck on the rock
in mid Chanel and drifted on to the
reef but we hauled her off and
anchored at half past four all right

Saturday Dec 31 1887

P.M. at anchor in middle harbor hands at
work breaking out the hole sent a raft of
casks ashore for water all hands went
ashore this morning

Sunday Jan 1. 1888
P.M. at anchor trade blowing pleasant
weather some of the men came onboard
this afternoon at 7 A.M. at breaking out
Wards

Monday Jan 2 1888
P.M. at anchor sent three casks ashore
after water afternoon and got
it onboard at eight o'clock Pleasant
weather during the night morning
at moring water ward

Log of Bark Austin

Tuesday Jan 3. 1888.
P.M. I sent a raft ashore for water at work in the hole a pleasant night morning at work in the fore & mizzen hole.

Wednesday Jan 4 1888
P.M. I sent 2 boats in after the raft of water and got alongside at dark. Hoyt in six large casks and left the rest alongside a fine night morning at morning water and at and starting hole

Thursday Jan 5 1888
A.M. I at work in in the after hole covering the ground tier and tank tier & part of provisions. Pleasant night morning at in hole. Loaded.

Friday Jan 6. 1888
A.M. I at work in the hole. fleeting Bread and Flour fine night morning hands at in hole

Saturday Jan 7. 1888. No Observation
P.M. I cleaned up the decks and at four O'clock knocked off work the night was pleasant morning all hands went ashore

Sunday Jan 8. 1888
P.M. Men ashore at liberty in night morning got a raft of water on board

Monday Jan 9 1888
P.M. got done and a half boat loads of wood on board the Steward, Cooper. Cabin Boy still on shore at night morning getting on wood. Christofer McConnell went off duty to day.

Remarks on board DK. for Dayton

Sunday Jan 11 1888

P.M getting wood on board stowing it away in the hold

at Dark steaming and getting under

Weighed at 7 am. 12. M.

P.M at getting wood and shifting

ballast steaming the Harbor round

ramsay mighty mooring at work getting

Mr John Callaghan came on board

as an Officer

Sunday Jan 12/1888

A.M. commenced getting wood and

stowing it in forehatch.

running out a head spring wood and

mooring after a small raft of water finished

wood + water

Friday Jan 13. 1888

A.M. went on docks down and

was landed then aground in mud down

docks came right at noon took

on starboard anchor and unmoored ready

with the rest ready for sea the wind

was to the eastward and

Saturday Jan 14/1888

A.M took down anchor and went to

sea ran along the reef and hove

to off Roach and landed two hauliers

at three o'clock Rec'd off Wilkey S.

a fine night wind at N.E. moving

passed Ramsay Island at 9. A.M south

Sunday Jan 15. 1888 All observation

All at Moorings passed ramsay Passed

at Comers came up Carefully right

moorings and at work overhauling

blocks and fitting starboard boat Doat.

to ends Mr Mc Connell Harbour off

Lady Grace Fm

[illegible]

[illegible] Jan. 6. 1888
[illegible] work reefing blocks
and repairing pumps at noon. Wind
on the wind at dark shortened sail
and layed aback all night at 2 in
the morning made sail and kept
best hands at work overhauling blocks
&c &c

Tuesday Jan. 17, 1888 At Observation
A. M. at work repairing blocks hoisted
to at half past three and at seven
shortened sail and hauled aback all
night at daybreak made all sail
and head forward and stood N-W-½-W
hands at work on the blocks. &c &c

Wednesday Jan. 18-1888.
P. M at work on blocks at five hoisted
fore on the wind shortened sail at
six squid aback all night at six stood
on said course NW by N at work on
blocks &c &c

Thursday Jan 19 1888 Lat 8-12 Long 153-59
A. M at work on blocks course NW by N
at dark shortened sail and hove to aback.
on port tack. Faced forward at good
day light at work on blocks &c &c

Friday Jan 20 1888. Lat 8-31 Long 153-14
P. M. at work on blocks. a fine night
mild trades, moving at on blocks
course &c &c

Saturday Jan 21 [illegible]
P. M. at work on blocks course all night
had most mild trades squally during
the night morning fine strong trades
&c &c Finished McConnell's [illegible]
duty

[illegible]

[illegible] Jan 29 1888 Sat 1-16 Lat 7-8
[illegible] at N East Course [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] Jan 28 1888 Sat 13 Lon 76-03
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Sunday Jan 24, 1888
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Monday Jan 25, 1888
At Sea Hunting and [illegible]
[illegible] [illegible]

Tuesday Jan 26. 1888. [illegible]
PM At Sea hunting, one watch [illegible]
[illegible] [illegible]

Friday Jan 27. 1888
Fish at sea [illegible] and hunting
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible].

Saturday Jan 28. 1888
At sea - pick [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Sunday Jan 29.
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Naval Militia Muster

Monday Jan 30 1888.
All finished painting down one side and painted boats equally as well as the watch came on board so did

Tuesday Jan 31 1888
All at work painting ship one side all ready except boats and inside

Wednesday Feb 1 1888.
All at work painting ship and finished ship painting boats

Thursday Feb 2 1888.
All at work painting boats Engineer McConnell has been off duty since January 9th and is now very sick. Gun mitt took some blood on shore ashore.

Friday Feb 3 1888
All at work at anchor. painting boats equally as well. All painting ship outside board

Saturday Feb 4 1888
All at work painting ship outside raining nights. let the crew go on shore this morning aboard

Sunday Feb 5 1888
P.M. crew stuff on shore time night A.M. all but three of the crew are on board so et Just the cook and Watchers Geoige Gaynar in irons.

Monday Feb 6 1888.
P.M. at work painting ship side boats and tender with rain squall during rain all the time aboard
All

[illegible]

[illegible] Feb [illegible]
[illegible] left [illegible] fine [illegible] with [illegible]
[illegible] light [illegible] to fast [illegible] to sail
[illegible] [illegible] [illegible] Capt. Cutter
[illegible] [illegible] with Capt Simons [illegible]
[illegible] for Simons [illegible]

Monday Feb 5 1888
P.M. At half past two o'clock we took
our Anchor and stood out to sea, at
6 oclock steering by the wind strong trades
with freeze all night morning employed
in ships duty last one man, Georgie Cutter,
discharged ship so ends

Lat. Long.
Tuesday Feb 6 1888 Lat 35.59. Long 197-68
P.M. At 4 o'clock making hatch tarpaulings
but log not at logs heading N.N.West
fine breeze All night morning employed
in ships duty McConnell still off duty
so ends

Friday Feb 7 1888 Lat 18=06 Long 182=14
P.M. At 4 o'clock on with lashings and
coiling, hose, hauling to the fight
moderate winds throughout the night
morning same hands employed at
ships duty so ends

N E
Saturday Feb 18=1888 18:43 Lat. 140:18 Long
P.M. At ships duty. ship heading NW by W
At dark light winds during the
night Calm same so ends

N E
Sunday Feb 19 1888 Lat 20=21 Long 139.24
P.M. winds hauled round to the
eastward ship N-N-East, at dark.
Capt Martins sick during the
night The wind hauled to the southward
course N-N-East moving five knots
for the southward & Westward so ends

Commenced made onboard HM Barque Daphne

Monday Feb 20th 1888 22-16 Lat 19-23 Long
P M Hove to work on on various boats
and hauled back into the N East.
ship heading N.N-West. and remained so
all night Having the same soundings

N E
Tuesday Feb 21st 1888 Lat 23 30 Long 141-33½
P M Hoops & Engineer repairing the
spare boat wing at North ship heading
West North West at dark Hauling the night
wind hauled to southward course N.N.W
in order to clear Sulphur Island At
day break sailed, H Augustin or our
Starboard beam hauled our course to the
North-East. at ten A M Sulphur Island bore
S.S.East. shaped our course to clear
H Alessandro fifteen miles N.N.East at
twelve noon, North-North-East, soundings

Wednesday Feb 22nd 1888 No Observation
P M. strong wind from the southward
At two oclock H Alexandro bore West by S.
hauled to the course North by East At
half past wind hauled to the N.East
in a squall, at three oclock heading
East & East-South-East. blowing heavy
at five wind blowing & Steering with a
nasty sea running [illegible] the night
the wind moderate and daybreak fine
weather made all sail, heading N-West
tuffed up to North at 12 H Augustin
two points on lee beam, soundings

Thursday Feb 23rd 1888 No Observation
PM At one Am the wind began to
raise during the rest of the day
gradually. at dark strong winds
heading N-N-West at four Am the
wind began to moderate at 2 oclock
calm at five breeze springing up
from the North East moon 7 Am
wind fresh hands employed in Ship duty

Horace Montrass. Master
North. East.
Friday Fet 24-1888 Lat 27-8 Lon 141-7
P M Lands employed at ships duty
Coopers at work coppering the Yards
Captain Montrass is well
Mid. moderate winds. Morning a fresh
breeze blowing hands at work stowing
oats. Beef & Pork began to wash ship
breeze freshing so at nine o clock
wore ship. Leading N West under
short sail head Yards attack sounds

Saturday Fet 25. 1888 No Observation
P. M. blowing hard at times blowing
a heavy Gale of wind at sunset
it began to moderate until it
was quite calm morning very
light winds with rain squalls
at ends.

Sunday Fet 26 1888 Lat 27-35 Lon 141-19
P M a breeze springing up at four o clock
heading South East by East keep her
on that course until ten O clock
hove to on short tack the rest of
the night at half past six in the
morning Keep her off East at half
past seven raised Pecks Island right
ahead at noon Port Layed fore East
four miles. Wore ship and stood to
sea sounds this day

Monday Fet 27-1888
P M All getting Anchors & chains
ready for Anchoring at half
past one wore ship and stood in
to Port Layed at 20 minutes past
four dropped our anchor. at half past
the Doctors boat came onboard. [illegible]
[illegible] sailed. Christopher McConnell is very sick.
not expected to live.

Remarks Aboard R.M.S. Oyles

Sunday Oct 28 1888.
P.M. At anchor. on. lower marking
Steam Launch for the boats a pic
nic party went ashore to the N.W. bounds
in rig'd in our Mending * ends

Monday Oct 29. 1888
P.M. At anchor gave a boats crew a
run ashore this Afternoon, a pleasant
afternoon. At 8 P.M. Christopher McConnell
died after a long sickness of dropsey. morning
the Capt Martinos went ashore and got
a permit to bury him and at North

Thursday March 1. 1888.
P.M. At two o'clock put the corpse into
a boat and two more boats took it town
with all but a few of the crew and went
ashore to bury his remains at half past
five the boats came on board a fine night
wind at south west. morning sit up
main top. Gallat to royal back stays
Cook Went ashore yesterday and did not
return aboard.

Friday March 2 1888
P.M. First. fourth & fifth Officers went
ashore. at half past three sent the
Cook onboard in irons, keep him
in irons all night. from four until
eight had him standing with his hands on
his head, fine night expect to sail
today, wind North West- so ends

Sunday March 3. 1888.
P.M. At five o'clock took our Anchor
and stood to the Northward
from the Island of Ascension
Calm all the rest of the night.
Monday 12 noon 8 knots N.W. Sun
rises broke out stop for cask - Gave the
men clothes. One Japanese stowaway onboard.
ends

Brig Montrose, Masters

Sunday March 4 1888 Lat- North Lon East
PM Set sail wind from the S. East-
course N-N-West strong winds during
night. at 9 A.M. raised a sail which
proved to be the Whaleing Bk Lancer
at work breaking out water casks

Monday March 5 1888 AM Observation
PM at half past twelve the Lancer
hauled aback and Capt. White side
came onboard finished gamming at-
six shortened sail and stood to the
Eastward untill midnight 12 to 4 A.
wore ship and stood to the West- untill
three AM daylight Lancer on our starboard
quarter all eight keep off and Capt-
Monfrose went on board hands employed
in ships duty & ends.

N E
Tuesday March 6 1888 Lat 30-1 Lon 141-85.
PM at six Capt Monfross came onboard
and wore ship and stood to the S. W
strong winds from the N-West- all
employed mustering hands employed at
setting the Crow-nest- so ends

Wednesday March 7. 1888. Lat 29.56 = 140 =
AM at 4 or ships duty at half Past-
three sighted a ships stern off proved
to be the Lancer at dark hauled at-
N-West- strong winds during the
night moving continued in cutting
boat covers and repairing the head
sheets so ends

N E
Thursday March 8- 1888 Lat 29-53. Lon 141-5
AM. Hands employed in ships duty
wind let North at dark Lancer on
the Lee bow during the night wind
at N East- steering N E by North mustering
hands employed at ships duty Lancer
on our lee bow so ends

Remarks made aboard D.R. H.M. Barkis
North Atlantic
Friday March 9th 1888 Lat 30°46 Long 41°51
Fresh Trade wind Ship Rolling Foul & Course
S.W. by W. Hauled short in sail and Took
in Main & Fore Royal Sails and Stowed
them on the Fore Yard and House-
ed Jack staying N.E by North
and at South Bank Lance one, Ja-
ne boil at Nine o'clock Strong
Breezes then Squally with Rain
Throughout night Morning Wind more
with heavy squalls of rain at-
tended, Close-reefs, Wind backed from
S.W. to W.N.W. Wept in a squall
Course N.E by North 50 miles

Saturday March 10th 1888 Observation
A blowing very strong wind & Sea
increasing Wind inclined to haul more
to the Northward. At Eleven P.M. blowing
a gale, and continued so during the
night at day break it began to
moderate. Fast at Main Fore & Mizen
Topsails & Courses, Squared

Sunday March 11th 1888 Lat
N. Long E.
Wind at North West
N.E. rather moderate, had a few
squalls of rain Throughout the
Morning blowing a fine breeze & clear
head sea, running & hauled all work
making Out Salad Boat & Stowing
Cask for water in Fore & Main Main
Tops

Monday March 12th Lat 33°
Long

Horace Montrose, Master.

[illegible]

[illegible] Wednesday March 14, 1888 Lat 36°20 Lon [illegible]
[illegible] hands employed in ships work
Employed off duty with a bad eye
Opening the mouth the wind hat
[illegible] Two people coloured & Irish
[illegible] the same hands
in ships work [illegible]

[illegible]

Thursday March 15 Lat 37° [illegible]
[illegible] with increasing gale with
blowing a strong gale from N.E by E. during the night the wind
was fresh & by day break ship under
lower topsails and fore & main sail, wind
still increasing & more blowing heavy
Course N.W. Easterly 20 miles

North East

Friday March 16 1888 Lat 34°54 Lon 15°
Pm took in topsails & set a reefed
foresail, at 4 pm furled the mainsail at
5 pm furled the fore sail. Course N E
Wind has hauled to the Northward a
little, during the night it blew a
Gale of Wind & heavy weather the same
ship steered same having ship'd no
seas Course [illegible] E [illegible]

Remarks made on board H.M. Ship

Sunday March 19th 1888 At 8 a.m. Light airs and calms at noon we were [illegible] At 4 p.m. a considerable sea set in from the S.E. At 8 p.m. it blew fresh and at midnight [illegible]

Monday March 20th 1888 Lat 44=11 Long 16=7 All hands employed in ships duty the wind has hauled to the S. East- steering a strong course N.by E. half E. At 4 a.m. it came on to blow [illegible] At 8 a.m. it moderated and made more sail on the ship At daybreak calm At Eight AM it began to freeze it soon blew a fresh breeze, course N.N.E. 2 hours E

Tuesday March 20th 1888 Lat 44=11 Long 16=7 All hands employed in ships duty the wind has hauled to the S. East- steering a strong course N.by E. half E. At 4 a.m. it came on to blow [illegible] At 8 a.m. it moderated and made more sail on the ship At daybreak calm At Eight AM it began to freeze it soon blew a fresh breeze, course N.N.E. 2 hours E

Tuesday March 20 1888 Lat 47-36 Long 6 All hand employed in ships duty the wind has hauled to the West-North East- Ships under Whole top sails & Courses, course North by East- during the night had several snow squalls with the wind veering away to the southward at midnight it fell calm at 4 a.m. it came on to blow from the S.E. at 8 a.m. it moderated and made more sail at noon the wind continued from that quarter the rest of the day and

Horace Montross, Master,

[illegible] day March 21 [illegible]
M. Fresh breezes and hazy the
[illegible] 2 o'clock PM got sun to bear
to the south-East, at dark steered E.
course 8 by E, nay East. a head
sea till 10 PM when it began to moderate
at this time saw a light and sailed
or until nine o'clock when a large
sprang up from the North and continued
so the rest of the day and
night 5 2/12 knots

Sunday March 22 1888 at 4 AM
PM Hands employed at ships. Had
a mild wind from the North at 4 AM
wind hauled a little to the eastward
when tacked ship and stood to the
N. W. at eleven tacked and stood to the
Eastward tacked again at twelve PM
ship heading N. W by West
North, & course
[illegible] knots [illegible] at 12 PM
PM Hands employed on ships. At
at one tacked ship Eastward course
a light Whale, at dark the ship
heading N East, by North. stood
Eastward all night at 4 AM. Tacked and
stood to the N West at eight it became
calm and remained so the rest of the day
and night

Saturday March 24 1888 at 4 AM
PM Hands employed on ships but
at two o'clock the wind sprung up from
the same quarter and had a bubbling
and dark look and stood to the N E
and Reefed her so all night at 4 AM
breaks tack and stood to the N W.
at nine AM it fell away calm
so ends this day

Remarks made on board the Ship Baltic
North East

Sunday March 20th 1853 Lat 33°0 Long. E.
P.M. Hands employed in ships duty, at three o'clock the wind shifted from the South East and hauled round the South West course 11 Knots, at ten o'clock hove to on the Port tack with the head yards aback at eight o'clock filled the Main yard and braced forward and hauled two points on the Port tack and could not weather the land at one o'clock in the morning at three A.M. made close reef's, at nine it began to moderate and made sail heading E.N.E. Winds.

Monday March 26th 1853 No Observation
P.M. Hands employed in ships duty at three o'clock shortened sail under reefs and heading easterly at dark ship heading North by East. At half past eleven hove to with the head yards aback at twelve filled and laid the ship's head East at one A.M. hauled aback the main yard and hauling all the sails at daylight in the morning at nine A.M. made close reefs, at nine it began to moderate and made sail heading E.N.E. Winds.

Tuesday March 27th 1853 No Observation
P.M. Hands employed in ships duty at two o'clock shortened sail under reefs and heading easterly at dark ship heading North by East. At half past eleven hove to with the head yards aback at twelve filled and laid the ship's head East at one A.M. hauled aback the main yard and hauling all the sails at daylight in the morning at nine A.M. made close reefs, at nine it began to moderate and made sail heading E.N.E. Winds.

Wednesday March 28th 1853 No Observation
P.M. Hands employed in ships duty at two o'clock shortened sail under reefs and heading easterly at dark ship heading North by East. At half past eleven hove to with the head yards aback at twelve filled and laid the ship's head East at one A.M. hauled aback the main yard and hauling all the sails at daylight in the morning at nine A.M. made close reefs, at nine it began to moderate and made sail heading E.N.E. Winds.

Horace. Montross. Master.

[illegible] Latitude [illegible] A° Observation
P.M. but [illegible] making [illegible]
at daybreak [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
the Boom at noon [illegible]
[illegible]

South. East.

Tuesday March 27. 1888 Lat 57 - 11 Lon
P.M. hit [illegible] the Boom gear
at two o'clock / this day, from
outh. East. Course S E - East
during the night the weather was fine
at the light the officers on watch
made call numerous employees in number
of Jobs named

Friday March 30. 1888 A° Observation
P.M. at four o'clock raised the ice. at
sip it full away calm. ice four
miles off. at one o'clock P.M. it freezed
up. at daylight tacked off from
the ice. Called all employees in ships
duty named

Saturday March 31. 1888. No Observation
P.M. Crews employed in ships duty
a thick snow storm all fast
ice tacked off from the ice heads
East during the night
[illegible] [illegible] [illegible]
[illegible] [illegible]

Sunday April 1. 1888 A° Observation
P.M. Latter part [illegible] in ships duty
in ships duty [illegible] [illegible]
[illegible] some Carpenters at work [illegible]
Cutting blocks and Reaving falls &c in

Horace Manwaring. Master.

[illegible] day April 7, 1888. Lat 59-58 [illegible]
7 Hands employed in taking out the
bottom room finished at dark. During
the night worked to the North. Mor-
the 2nd. Two ships in sight [illegible]

Sunday April 8, 1888 Lat 60 1/2 Long
P.M. Hands working ships. Wind
Press. at dark shortened sail a clear
cold night Morning moderate [illegible]
could not move the ships [illegible]

Monday April 9 1888 Lat 66 1/4 Lon.
Full Variation 40 west pulled
ship two islands in the Returnables.
a fine calm all day Light breeze
S.E.E. during the night [illegible]
and set sail but did not make much
[illegible] with Oxen more. All hands
employed [illegible] out

Tuesday April 10. 1888. 1 Observation
P.M. Hands employed [illegible]
and steering with [illegible] ship
[illegible] ahead a little. The Ice in
sight to the North-East of us. During the
night made a little to the Northward
Island. Moving the ice, so as

Wednesday April 11th 1888. 1 Observation
P.M. Ship forging ahead slowly
Ice still in sight. Wind at East. S.E.
at dark moderate [illegible]
[illegible] Ice in sight [illegible]
ahead away, making the Island
Eastern North-east of us [illegible]
engine. and hauled the ship [illegible]
made sail and stood to the South-
ward [illegible] ship [illegible]
[illegible] in sight [illegible]

[illegible]

Friday 1st Feb. 1878 At 8 observed a sail to the [illegible] the Ship's Log at two o'clock and gained the Wanderer Mary & Susan & Standing Bolton. Lay to Morrow came on board at seven o'clock Wind at East North East, Lay'd [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Saturday April 21. 1888
P.M. Hands at ship's duty. working along the ice to the westward. [illegible]

East

Tuesday May 1 1888 Lat 60-08 Long 11 2
P.M. Hands employed at ships duty
and at N.N.E. at dark 12 ships in
sight bearing East-North. East
worked to the East during the night
and latter part moderate

Wednesday May 2 1888 At 12 noon
P.M. Hands at ships duty one sail
in sight steering under the
North, working with ship to the N.E.
Middle and latter part the same
winds North East

Thursday May 3 1888, 59-58, Long 11 1
P.M. Hands employed in ships
working to the Eastward Two sail
in sight steering large from the
North
[illegible] at daylight
at four made sail and worked to
Northward at seven ships in sight
[illegible] moderate and

[illegible] East

[illegible] East

Saturday May 3rd 1851 Sett at 11 long 77-31
All Hands employed during the day
as usual at work on the Ship

Monday May 5th 1851
All Hands employed working the
Ship during the night Sett
during the night Worked to Eastward

Tuesday May 6th 1851 Sett at 10 long 77
All Hands employed in ships duty
Wind at N East Saw Ships in sight
Worked to the Eastward

[illegible] East

[illegible] East

Wednesday May 9 1888 at 6 P.M. [illegible]
[illegible] time was set to [illegible]
Port Wards [illegible] in [illegible]
running we made [illegible]
works the coast [illegible]
in sight [illegible]

Thursday May 10 1888 A.M. [illegible]
[illegible] in sight [illegible]
[illegible] went [illegible] out [illegible]
in sight this morning [illegible]
[illegible] and headed [illegible]
port. Wind [illegible] to the S.E. [illegible]
ships in sight [illegible]

Friday May 11 1888 At 11 A.M. [illegible]
P.M. Headed [illegible] entered [illegible] ship-
[illegible] through the ice. The [illegible]
of the name of Germo. German [illegible]
with a sail finger and also S.E.
three vessels in sight [illegible]
[illegible] and ships [illegible] in [illegible]
[illegible]

Saturday May 12 1888 At [illegible]
P.M. Hove [illegible] employed in ships [illegible]
[illegible] in sight [illegible] ship-
[illegible] in the ice. [illegible] and [illegible]
[illegible] the same

[illegible]

Sunday May 13 1888 At 6 [illegible]
[illegible] employed in ships [illegible]
Capt Dillard of the [illegible] came [illegible]
[illegible] ships in sight [illegible] Capt Hamilton
[illegible] on board with [illegible] and [illegible]
[illegible] a drop [illegible] the same for
P.M. all [illegible] ships heading North
Middle [illegible] and ships [illegible]
ahead [illegible] [illegible]

4

5 [illegible]

[illegible] May 16/1888 [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
lose a, [illegible] close [illegible]
did not get [illegible] which more
during the latter part of the day and
Thursday May 17. 1888 Lat 61-13 Long 188-47.
P.M. 16 and employed in ships duty-
pass [illegible] at eight. [illegible] at 6. P.
[illegible] and middle and latter part
the same,

Friday. May 18 [illegible] A.M. 8 hours
P.M. 4 hands employed in ships duty.
[illegible] at the ice and at A. E.
[illegible] during the middle part
of [illegible] A.M. ran out Bow head and fast
him did not get him. at 6 P.M.
struck another [illegible] planted and lost
him 20 ends

Saturday May 19 1888 A.M. 8 hands
P.M. 4 hands employed in ships duty
and gradually hauling in the ice
[illegible] a calm a heavy [illegible]
[illegible] [illegible] the ice from the S.E.
[illegible] and [illegible] during the night and still with
[illegible] and [illegible] hale and [illegible] him 20 ends.

[illegible] May 20, 1888. [illegible]
[illegible] wind at [illegible] fresh breezes
[illegible] cutting [illegible] at East; [illegible]
[illegible] Boats wind East: [illegible] East.

Monday May 21, 1888 [illegible]
[illegible] and employed [illegible] Boats
[illegible] at East [illegible] from Dobbs, [illegible] two ships in
sight night employed in [illegible]
[illegible] at work [illegible] getting ready to [illegible] down at. [illegible]
A.M. finished [illegible] ends.

Tuesday May 22, 1888 [illegible]
P.M. Hands employed in ships [illegible]
down rig, wind at N.E. blowing heavy,
a swell heaving in from the East
Charles Stetson is off duty two ships in
one of them in bolting. [illegible]
[illegible] and [illegible], [illegible]
[illegible] [illegible] from [illegible].

Wednesday May 23, 1888. [illegible]
P.M. Hands employed in ships [illegible]
[illegible] is moderate two ships in sight
[illegible] East, [illegible] and [illegible] the same.

[illegible] May 24, 1888 [illegible]
[illegible] Hands employed in ships [illegible]
a Calm already swell coming from
South ship [illegible] very heavy.

5

Sunday May 26 1888. Lat 60 Lon 155
P.M. Hands employed in working ship.
Ice around the vessel is packed close
to the South-east it is strong wind at N. E.
Middle & latter part same. N. E.

Monday May 27. 1888 Lat Long
P.M. Hands employed working the
ship out of the ice nothing in sight
middle and latter part worked to
the eastward & wind

Monday May 28 1888 Lat 60-65 Lon 177-17.
P.M. Hands employed in working ship-
a thick fog. stood to the N.E. as clearing
the middle part of the day at 4 P.M.
Came up to the pack. and hauled aback
worked a little to the North. & wind

Tuesday May 29. 1888. At daylight
P.M. Hands employed in working ship-
made a little to the north a thick fog
saw several grandpas came around in
the day time. John Lebois also layed aft
during the middle part of the day. at-
4 P.M. spoke the Ship Fidelia. from Hamburg
bound at North

Wednesday May 30 1888. At daylight
P.M. Hands employed in ship duty
worked the ship to the North eastward
North from Hamburg to Lat
Middle & latter part the same
Winds as the previous Fireman left Vessel
Came aboard to work this day

Thursday May 31st 1888 61°-20' Lat. 61°-23' Long.
Hands employed in ship's duty
Land in sight- Forty miles off. Fine
Weather. Wind at N-N-E for most part of
the day middle and latter part
of the day. 20 knots

Friday June 1st 1888. Lat 61°-15' Long 178°-06'
All Hands employed in ship's duty
keeping off to the westward to the South
until four o'clock. Then hauled to the
at seven P.M. Land in sight
ked up to the eastward during the night
and also in the forenoon

Saturday June 2nd 1888 Lat 61°-10' Long 177°-10'
All Hands employed in working ship
and keeping watch in the night
working ship to the eastward middle
and latter part the same.

Sunday June 3rd 1888. Lat 61°-17' Long 177°-45'
All Hands employed in working ship
to the eastward. Moderate North. middle
and latter part the same wind at
at eight- Six knots this day

Monday June 4th 1888 Lat 62°-00' Long 177°-45'
All Hands employed in ship's duty
wind at North. Ships company
saw an eight ice masses off to the N.
to Thirty Wind at North middle and latter
part worked to the N-East wind at North
a Thick fog 20 knots

Tuesday June 5th 1888. All Hands
All Hands employed in ship's duty
Wind at N.E. Steering N.N.E. a thick fog
middle & latter part the same

Remark [illegible] Day Lat [illegible]
Lat [illegible] Lon.
[illegible] Found ourselves in the neighbourhood of
[illegible] Cattle and getting plenty of them
[illegible] in the shoal. raised the land at
[illegible] o'clock on our starboard beam
[illegible] at North no ice in sight
[illegible] E. steering the middle
[illegible] Course of the day [illegible]

Sunday June [illegible] 1888 Lat [illegible] Lon.
P.M. Found ourselves in [illegible] behind us about three miles off
[illegible] have been calm. varied light
from the South-East, worked [illegible]
during the middle and latter part of the
day [illegible] Shoal, [illegible]

Friday June [illegible] 1888 [illegible] Observation
P.M. Found ourselves employed in ships duty
worked up to the last [illegible]
one whale natives came on board
towed for whales during the fol-
lowing spoke the Mary Ann. sounds

Saturday June [illegible] 1888 11 O Observa-
P.M. Off Indian point. veered this
whaling two whales taken.
came towed sevra. time got noth-
ing at north one ship joining and
[illegible] in sight downed on whales at
four P.M. got nothing [illegible] do do.

Sunday June [illegible]
P.M. [illegible] found employed
in ships duty lowered three boats and
cruised for whales saw nothing anchored at
at ten P.M. the wind died away Calm. at 1/2
anchor and stood to the eastward keeping
at three A.M. at seven took it up and
wind at east. stood off and on down
[illegible] the land wind.

Wednesday June 11 1888.
P.M. Worked to the Northward
& W. lowered for a whale. got nothing
spoke the Str Balaena. Keep off and on
down to the point 20 ends

Tuesday June 12 1888
P.M. Hands employed in ships duty
lowered for a whale. got nothing
into the point. at half past five stopped
anchor wind at North. [illegible]
ends.

Wednesday June 13 1888.
P.M. at anchor three ships in sight
and seventeen at anchor. hauled by. d
The middle part light winds at times
took an anchor and run to the south
about Ten miles a hobe to on the wind
ends

Thursday June 14 1888
P.M. Working ship to the Northward
and at 4-7-11 at six o'clock stopped
anchor saw no whales. middle and
latter part the same

Friday June 15 1888
P.M. Hands employed in ships duty lowered
on whales did not get any. Wind a
North. twenty one ships in sight
took an anchor at ten oclock and steered
down to the westward a short way. and
anchored again middle and latter
part the same ends.

Sabbath made sabbaths OR H = Bay Ice

Saturday June 16 1888
P.M. 1st portion of Indian Point
to first very light airs from west
variable & baby [illegible] south middle and
latter part thick & rain.

Sunday June 17 1888.
P.M. Hands employed in ships duty
still at anchor wind at west, one watch
taken at the capstan & part the
Holiday. watch ships in right down.

Monday June 18 1888.
P.M. Hands employed in ships duty
one ship cutting, wind at west very light
wind during the night the weather
at eight A.M took our anchor and moved
to the westward & anchored this day

Tuesday June 19 1888.
P.M Hands employed in breaking out
water at seven o'clock this we ran anchor
on the east side of Indian Point got
a mail from the Bark Tudor. strong
S-W wind with a fog during the night
and latter part of the day ends

Wednesday June 20 1888
P.M still at anchor weather bad, with
fog and heavy S-West. wind. Brigden
Ships at anchor around us crimped
the Lambton, Ikawa, and Lorelei during the
night the men mustered and the
crimped men were missed. At 8 A.M took our anchor
and stood to the north. ran and

Thursday June 21 1888
P.M Hands employed in ships duty
wind at light very light. middles
of the day [illegible] winds [illegible] with the
one thick weight on our starboard [illegible]

Gabriola Harbour, Canada.

Friday June 17 1898
P.M. Hands employed on ships work
mid at South / Course E by S wd.
Fine clear & steady on our Starboard
quarter. The Natives came onboard from
South Head of St Lawrence Bay middle &
latter part of same [illegible]

Saturday June 18 1898
Mc Hands employed on ships work
Gamed on DK Bandwg Bottom of the
ship to the westward of this harbour in
a calm middle part. Calm at night
a wind sprung up from [illegible]
N.W. ship's in sight towards evg.

[illegible] June 19 1898
P.M. Hands employed on ships work
working ship to the North a.m.
Hand [illegible] from the N.W.C.
Came ships dinghy down
hand worked to the North at night
keep off to the South at mid[illegible]
Smoke Island gained the DK Lance course
E.S.E. end

Monday June 20 1898
P.M. Hands employed on ships work
mid at North steering S.S.E. at eight
o'clock broke up the yam. and hoisted in
came onboard, Clouds & ships in sight
"Big Island" keep off. to the southward
[illegible] anchored "Indian Point" one mile
anchor, Sounded aback of the mail & the mail
at 11 past 5 pm AM Hoisted towards ev-
ening hooked ships a thick fog. three
ships at anchor at the South end from
the fog lifted sapped

Sundays June 26 1881.
P.M. Hands employed on ships duty
Wind at North a thick fog. Workings Ship
to the Northward at 4 P.M. sounded bottom
at 27 fathoms muddy sand weather thick
with light wind and fine All yesterday
hove too and steamed at times
of which took in Seamens Bay anchored

Monday June 27 1881.
A.M. Hands employed in ships duty
Wind at North light and fine
all a sail on the Port bow. and at
the 8 A.M. Capt Allen. came onboard
East Cape to the Donaeads w. light

Tuesday June 28 1888.
A.M. Hands employed in drying Bone
and coil from all points of the Coast
at 8 am took in the gaff foresail
in sight reefed to the fore & main
middle and fall part of the day reefed
fore sails.

Friday June 29 1888
A.M. Hands employed in ships duty
working in to the Donaeads at eight
o'clock the Native came onboard,
towards East Cape. wind light from
the North set Ships main sight. At work
Lancing Whale Bone. 2 ends

Saturday June 30 1888
A.M. at East Cape. Hands employed in
Lashing Bone and stowing it below.
at four o'clock the Native came onboard
and at work nine Ships in sight, and all
that native said the same. Ships had
been several Whales seen

Bureau of Montreal Master.

Sunday July 1 1888
P.M. Off Cape East working to the west
Hands employed in ships duty.
Spoke the Str Bohuga. bound East
middle part of the day hauled off the
latter part worked to the South. gave
the B.K Lancer. 20 ends

Monday July 2nd 1888
P.M. Hands employed in ships duty
ships off the Cape and making
Harness Mine onboard. at seven o'clock
crossed in Port Clarence. Capt McGregor
came onboard. at nine broke out the fore
middle part. eggy wind at north. at eight
A.M keep off to the south. at noon rounded
a sail onboard port bow. 20 ends

Tuesday July 3rd 1888
P.M. Hands employed in working Ships
at three o'clock hove the ships to on the port
tack, at eleven PM ships position is four miles
west of the Island of Gromedes weather thick
wind at north middle and latter part
worked to the north four ships in sight.

Wednesday July 4th 1888
P.M. Hands employed in ships duty. work-
ing ships to the N-West. at seven P.M. hove to
off Cape East Cape. one Ship in sight at
one A.M keep off N.W. wind light from the
South at five A.M started to break out the
after hole ship running along the ice
one Ship in sight 20 ends

Thursday July 5th 1888
P.M. Hands employed in breaking out
the after hole Wind at south course N.E East
half seven Sail at ten P.M Shortened
sail at two A.M Cape Thomson 8 miles
off. at six A.M keep off for Point Hope
ice fog it rains

Friday July 6 1888
P.M. Hands employed at ships duty
cleaning about the shore at 8 A.M.
at Sunset all Lake Sailors left ship
to go on the Mainyard Tacks middle and
Cable part worked to the South at
nine A.M saw a Bow head and several
boats did not see him send

Saturday July 7th 1888.
P.M. Hands employed in washing Ship
working to the South at the rate of
at six P.M wind springing up from the
North Course S-S-W at ten P.M finished
washing. at five A.M. hauled to the S.E.
at six saw two ships whaling and gradually
hauling to the South Found them in sight
also one Steamer and one Sailing ship
send

Sunday July 8th 1888
P.M. Hands employed in working Ship
at two P.M. dropped Anchor at Point-Hope
two vessels also at anchor. middle and
Cable part the same send

Monday July 9th 1888.
P.M. Hands employed in ships duty. at
four P.M took our anchor and stood to
the North two Steamers in sight to the
South a calm, worked to the South during
the middle part of the day, at eight A.M
Kept off for Point-Hope at ten past eleven
dropped our Anchor
Tuesday July 10 1888
P.M Hands employed in ships duty at 11
A.M Capt-Mantles went aboard the Steamers
Steamer vessels one at Anchor Wind at North
Northeast Cable part the same send

Wednesday July 11
P M Tide at Anchor. at nine A M to[o] a
anchor and stood to the North, at
ten the wind fell away calm
middle and latter part worked to
the South so ends

Thursday July 12 1888
P M hands employed in Ships duty
at seven P M off the end of Point Hope
eight Ships in sight wind at North
at eight P M lowered for whales got nine
lowered again got five A M. did not
any. at anchor at the Point so ends

Friday July 13 1888
P M this day begins with light North
wind. eight Vessels at anchor and
several working up from the South
still at anchor. middle and latter
the same

Saturday July 14 1888
P M Hands employed in ships duty
lowered for whales did not get any
a calm middle and latter part
the same.

Sunday July 15 1888.
P M. Hands employed in ships duty
wind at North middle and latter
part the same. At anchor Tom Pope is
sick.

Monday July 16 1888
Hands employed in working for
ward our vessel got in Tender
and got under way stood in other vessels
onboard and steered around to the
north of the Point wind at South East
so ends

Tuesday July 17th 1888
P. M. Hands employed on ships work found it a North west wind & very light & fine Lisbon distant nine miles 20 end

Wednesday July 18 1888
P.M. Hands employed on ships duty a thick fog, wind hauling to the eastward & Lisbon eight miles distant South middle and latter part of the day a calm 20 end

Thursday July 19 1888
P.M. Hands employed on ships duty at half past 1 oclock dropped our anchor at one took it again a light wind from the west-ard at seven P.M. could discern five miles off quite a number of ships in sight at two A.M. dropped our anchor at the Coal Vaisse one boat-man ashore and returned with a load of Coal 20 end

Friday July 20 1888
P.M. Hands employed in digging Coal got one load from the South blowing hand middle and latter part of the day the same

Saturday July 21 1888
P.M. Hands employed on ships duty Wind at South with rain several ships have got under weigh and gone to the North at eight P.M. wind quite moderate at eleven P.M wind very light with rain at twelve one watch aboard the ship could latter part the same

Beach Channel, Alaska

Sunday July 22, 1888
Pilot Hands employed in carrying coal aboard at both ends with slings middle and both ends

Monday July 23 1888
Pilot hands at anchor Hands employed in putting coal aboard at South East middle and both ends. Fine days

Tuesday July 24, 1888
Pilot hands at anchor Hands employed in getting water aboard from the Eastward, cable parted at 11 A.M. at tripping in very quick, from the South East got a part of it aboard, had to take them in again 2a ends

Wednesday July 25 1888
Pilot Hands employed in stowing cask below and at South flowing they had two Ships got under weigh found to the North one Steamer and three Lagoda at anchor with us at half past ten A.M. and sent a raft of cask which for Nate yet three casks running the buoy a Calm 2 ends

Thursday July 26. 1888
Pilot Hands employed in stowing cask for water a Calm with fog 4 Canoes the Six Lagoda at Anchor Took on board and stood to the N.E. 2 ends

[illegible]

Friday July 27 1888
P.M. Hands employed at ship's duty
Wind at S.W. Courses & T.G.S. more sail
employed — a calm all night Latter
more fresh & Squally at noon

Saturday July 28 1888
P.M. Hands employed at Ship's duty
Steering E.S.E. from 4 A.M
a bright lookout aloft & Land
reported to the South at 6 A.M a good many
remained on the rest of the day
& night the Lagada sailed

Sunday July 29 1888
P.M. off Point Lay weather foggy
wind light S.W. one ship in sight
Course North at 4 A.M. tacked all
day calm and remained so until
the 31st with the wind variable from
the S.E. and remained so the rest
of the day & night

Monday July 30 1888 Lat 71°15 Long 163° 21
P.M. Hands employed in Ship's duty
Ship heading N.N.West wind at N.E.
at 4 A.M. tacked Ship Standing
in the Southward two Ships in sight
one on each beam the other in
the distance Latter part fresh breezes
& cloudy

Tuesday July 31 1888
P.M. Hands employed at the usual Ship's
work wind at N.E. steering Ship N.W. by N
a heavy fog coming on at 2 P.M
rounded 8 fathoms more Ship
anchored and rather short [illegible]
& cloudy

Wednesday 1 88
All Hands employed in fitting
Heaving heavy Middle and bottom
and the same so ends

Thursday Aug 2 1888
All Hands employed in mending
Shifts at one PM Wind hauled into
the S W course N E by E.
wind light one sail in sight
to the N E. depth 4 water 22 fathoms
Middle and latter part worked to the
N E. eleven Ships in sight so ends

Friday Aug 3 1888
All Hands employed in mending
rosters. of Sea Boats Main
Wind at N E at seven PM of Woody Island
Land four miles off one Ship in sight
worked to the North along the Land
during the night at nine PM anchored
at Cape Smyth. twenty ships also at
anchor here and Point Barrow in sight

Saturday Aug 4 1888
PM At five o'clock took our Anchor
and run down to the Point and
Anchored it again on the North side
of Point Barrow and at South-West
Bowing Wind at PM it Increasing
at eight PM blowing a gale during
the middle part of the day five Ships
hauled Cable and went to sea the
Young Phenix abandon. the Mary & Susan.
and Fleeting grounded and Condemned
two Schooners Not headed from;
at four AM it began to moderate
at six AM fine weather. the rest of the
day so ends

Remarks made on board U.S. Revenue Cutter Bear

Sunday Aug 5th 1888
P.M. Hands employed in ship duty
wind has backed to the N East-
some of vessels have fleet to the South
of Pt Point- Steamer Bear brought
to the Quarantine Station Cedar
Keys moored to buoy Stern Range Rear
to Eastward Cable out forward
with 45 fathoms eight fathoms Bear
heading Southeast Quarantine Station

Monday Aug 6th 1888
A.M. At Anchor off Point Bonita
at 8 AM took Anchor and steamed
around to the North end of the Point-
Ship Reindeer Boatswain Ely left from
the cutter Bear with her middle and
latter part the same ends

Tuesday Aug 7th 1888
P.M. At this oclock took our anchor
and run to the Eastward Lime Point
and anchored again Hands employed
on ship's duty at eight AM hove anchor
and steamed to the eastward ends

Wednesday Aug 8th 1888
P.M. Hands employed on ship's duty
working Ship to the eastward until
at East six P.M. eight AM hove anchor
to the middle part at eight AM heading
to the Eastward ends

Thursday Aug 9th 1888
P.M. Hands employed on ship's duty
Pilot Mr Lorin A Hicks and
Steward Jno Reynolds at six PM dropped
anchor at eight AM took our Anchor and
steamed to the Quarantine at ends

Horace Montoss Master

[illegible]

P.M. Hands employed in Ships duty one ships Boat sailing. the RK [illegible] of one cable a-head one P.M. hove Ship and layed attack on the cable tack, at three A.M. Kept of N E run down off Cape Halket- land hove in on the Port-tack eighteen Ships in sight middle to latter- part- the same.

Saturday Aug 11 1888
P.M. Working to the eastward one P.M. dropped anchor. at six A.M. took it again and run for the Eastward found 2 ships in sight [illegible] Bending Sails

Sunday Aug 12 1888
P.M. Hands employed in Ships duty at four P.M. dropped anchor at tack 4 of Capt Rule came on board at ten P.M. the wind hauled to the S E at eight A.M. took anchor and run for Waitemata Heads

Monday Aug 13 1888.
P.M. hands employed in ships duty- ten ships in sight- at three o'clock dropped anchor off Cape Halket- the East most end bound of the RK Hunter at eight took up the yawl at one A.M. the wind hauled to the S E at Eight- A.M. took our anchor and docked to the westward Heads

Tuesday Aug 14 1888
P.M. Hands employed in Ships duty at half past three anchored a flat calm with 2 anchors at 8 A.M. [illegible] at six A.M. took Departure and run to the westward [illegible]

Wednesday Aug 15 1888
All hands employed at their duties
a calm and a thick foggy day one PM
cleared [illegible] at eight took it again
and anchored in the stream at
ten PM double anchor veered at
three with seven fathoms

Thursday Aug 16 1888
PM Hands at work making
Main Royal at one PM it clear away
calm part from a light air from
the NE at six PM took
and anchor and run in the usual
channel the Light Vessel
[illegible]

17

[illegible]
Saco-a [illegible] Pilot
[illegible] Anchor [illegible] Pilot
Anchor [illegible] Ship Thetis [illegible]
are [illegible] also at [illegible] Capt Manter
went ashore [illegible]

Saturday Aug 18 1888
PM Hands employed in Ships duty
and light from the South
middle part the same, at eight AM
took anchor and run in the usual
channel the Light Vessels
[illegible]

Sunday Aug 19, 1888
PM Hands employed in Ships duty
[illegible] at PM middle part the same
at ten AM took anchor and run
in the channel and [illegible]
[illegible]

Vessels Monitored. Master

Monday Aug 20 1888
P.M. Hands employed in Ships duty & the crew went ashore for liberty at 1 PM returned at 5 PM Sailed at South at six P.M. and run to the eastward keeping a sharp look out.

Tuesday Aug 21 1888
A.M. Hands employed in ships duty, and at SE. at ten P.M. dropped anchor at the Ducking Station & there did look at again and stood in at S.W. until at P.M. sailed

Wednesday Aug 22, 1888
A.M. Hands employed in ships duty and at daylight this day in sight working to the eastward middle and latter part hand from the East & East soen

Thursday Aug 23, 1888
A.M. Hands employed in ships duty, and at SE. at ten P.M. dropped anchor at the Ducking Station & there did look at again and stood in at S.W. until at P.M. sailed

Friday Aug 24, 1888
A.M. Hands employed in ships duty working to the eastward at first part of the day ships in sight at seven P.M. Ships position, 15 M of Point Barrow, steering first West & by S. and the middle part of the night hove to and anchored in four fathoms of water N East of the Point

Remained under reduced Sail [illegible]

Sunday Aug 25 1858
At 4 Fresh breezes and cloudy with
heavy rain at 8 Got under way
and stood to the Eastward
in from 5 to 7 fathoms at noon
the Ships were about 2 miles
to the Southward and
Coming in shore fast- so ends

Monday Aug 26 1858
At 4 oclock. commenced
to blow with a heavy
wind and rain- double reefed
Sails- also a Sedge, and at 8
moderating a little and heaving to
wanted at four AM hoisted colors for
assistance and started to lighten
Ships at six AM had the Ships
afloat in three fathoms of water
the rest of the day at work sledging
Ships to the westward.

Tuesday Aug 27 1858
At 4 took up starboard anchor and
sent it to the cable again the Boats
of the 5th Ships left at 8 PM
Middle Bayed at anchor at ten AM
Started to sledge the Vessel at noon
at dem ahs stopped so ends

Tuesday Aug 28 1858
PM took Anchors and sledge and
made sail and worked to the Southward
at nine oclock Anchored about 4 miles
Settlement and Bayed the
of the day at nine AM [illegible]
came to anchor so ends

Wednesday May 29 1889
[illegible] at- Anchor at- Time [illegible]
the Str Balena took anchor and Steamed
to- the eastward, a calm. at five Thirty
found strong wind from the N E middle
part- Layed at- anchor, at- eleven A M took
our anchor and run astrand to- the
West- side of Point Bairow

[illegible]
Cutting Falls and pulling said Log from shore
and at- 1 P M having very hard at-
two A M two Ships at- anchor weighed
and run to- the S W. a eight A M
took our anchor and steered S W.
in company with BR Hanlin Brothers.

Friday Aug 31 1888
P M Hands employed in- Ships duty
wind at- East- Coms S W, at- one ran
two Ships on our port- four. attended
to moderating at- seven a calm and
fogy at- ten the wind springing up from
the S East gradually working to the South-
at [illegible] [illegible]

Saturday September 1 1888
P M Hands employed in- Ships duty-
wind at- W S W, at- Seven P M it- moderate
and Hauled to the North at- eight A M a calm
at- eight-thirty wind springing up from the
East, and Hands at dark Taking the Anchor
on the Bow Hands

Sunday September 2 1888
P M Hands employed in- Ships duty
wind at- East- two Ships in sight
middle and latter- part the- [illegible]
[illegible]

Remarks on board the Sperm Bark

Monday Sept 5 1888
AM Pleasant on the Grounds
Middle part Calm at two P.M.
Wind Came up from the South-
East and lowered for whales at
one P.M. did not get any middle
and latter part of the day Wind
light from the Eastward so ends

Tuesday Sept 4 1888
Light Airs at six o'clock raised a
school of Whales. lowered all boats
and Waist-boat got one loop of Whale
along side at four P.M. finished
cutting at six. middle part
winds from the south-west at
daylight lowered for whales did
not get any so ends this day

Wednesday Sept 5 1888
P.M At one o'clock lowered all boats
for a whale did not get away
at six P.M Wind from the westward
gained the Bark Middle part
and latter part the same Wind
at North blowing strong so ends

Thursday Sept 6 1888
P.M lowered for whales did not
get any at six o'clock Started for
Works Middle part calm at two P.M
Wind Sprang up from the North-
at six A.M blowing strong — Saw Ships
Two Ships lowered for whales did not
get any. so ends this day

Friday Sept 7 1888
P.M at one o'clock lowered for whales did
not get any middle part light winds from
the South east at five P.M Anchored Cutting
at six started to Sea Work in Ballast
and Stow down in our Oil so ends this
day

Horace Mortimer Master-

Saturday September 8 1888
P M Hands at work running down
oil at three finished wind at- S.E.
course West- North west- seen ships on-
sight- at sun set A Thick
remained so during the night
end P M it cleared with at-
oclock rose a Whale did not
course any much to the annoy
so ends

Sunday September 9 1888
P M Hands employed in- Ships boats
Ships running along the ice to the S.E.
more Ships in sight- wind at- N.E.
at- Lent in- fine airy calm at-
one A M which spread up from
the North and remained so the rest
of the day.
Lat- 69-58 N. Long 167-38 W.

Monday September 10 1888
P M. Hands employed in Ships boats
Lent- Ships in sight- wind at- North
course S. West- seen along the ice
in the western at dark Ships
the N W wind at W East- so ends

Tuesday September 11 1888
P M Hands employed in- the boats
Ships Heading West- North west seen
in sight- which all but the same as
eleven A M lowered I one whale, did
not get any so ends this day.

Wednesday September 12 1888
P M At Nine o'clock boats came on board
stayed with the Heading ends attached
during the night at Eight A M com-
menced at Twelve each boats came
on board so ends this day.

Remarks

Thursday September 10th 1857.
P.M. All hands employed at work on board Herald Island Lat 71° 30' N Long 178° 30' W Middle part ... Light winds and pleasant
Friday ... 11th 1857
P.M. at Three o'clock lowered all Boats for whales did not get any
Saturday September 12th 1857
P.M. at Three o'clock lowered all Boats for whales returned on board at four at six lowered again returned at eight with nothing
At Midnight at six AM Steering South East
Sunday September 13th 1857.
P.M. lowered for Whales did not get any Stayed with the ship and Standing to the westward at Dark PM lowered for whales returned to the ship with nothing
Monday September 14th 1857
P.M. off Herald Island Lowered for Whales returned to the ship with nothing worked up to the Island

[illegible]

[illegible] Saturday [illegible] 8 [illegible]
[illegible] P M Boats [illegible] [illegible]
with [illegible] [illegible] [illegible]
to the N East- [illegible] at- South- West a-
one P M Hauled to- the N West- at
seven P M lowered for Whales [illegible]

Sunday September 9 1888
P M at- two oclock returned on board
Ship with nothing at- seven P M
gamed the Pk Eliza eight- Ships
in sight bearing [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible]

Monday September 10 1888
P M Steered Island Twenty miles
off, bearing West- saw two whales
did not lowes, worked to- the- North
during the night- At eight A M
Lowered Boats for Whales Waist-Boat
got one. Cut them in, at noon finish

Friday September 21 1888
Light Ship running to- the S East
Hands busy cleaning away the head
at half past- six lowered for whales
returned to the Ship at- nine oclock
with nothing [illegible] during
night, at- day light saw whales
and lowered after breakfast at- ten
A M Waist-Boat struck one at- nine
took him along side- and [illegible]
Cut at- twelve- finished cutting
so ends the day

Journal of Events on board the Bark Sarah Boyle

Saturday September 22 1888
P M Cleaning away the Head and Blubber Steamer below lowered for a whale at two PM returned at four with nothing Latter part Moderate and Cloudy at daylight lowered for a Whale Stafford Boat struck Immediately Lat 41° 30' Long 70° 30'

Sunday September 23. 1888
P M at two o'clock took the Whale alongside at half past started to cut at six finished cutting Hands employed cleaning away the head Quite a number of Vessels in sight all a Sailing Light Wind during the night at four light rain Hands employed.

Monday September 24 1888.
P M four Boats still chasing Whales at four o'clock all Boats came aboard hoisted to the eastward during the night daylight lowered for a Whale at eight o'clock the Waist-Boat struck at half past four Commenced the Whale up at ten took him alongside at half past started in and so ends this day.

Tuesday September 25. 1888
P M At one o'clock finished cutting off Blubber started to clean away the Head at six o'clock lowered for a Whale at eight returned with nothing worthy of note Sailing the night Latter part Light Airs and Cloudy this day.

Space Montross. Marion

Wednesday September 26 1888
P.M. Working Ship to the South End and Loading oil. at four cooled down the works. set the Mainsail and Jib ice closing in on us middle & latter part and so ends this day

Thursday September 27. 1888
P.M. At five o'clock Shortened sail. eight Vessels hove to along side to outside the South three Vessels run back to the Westward, a bad out-look,
Hands employed in stowing down oil and Ganging the BR Elija Ocean & Reindeer six Ships in sight Layed around in hole during the night nothing more and worked to the Northward at noon to work. two [illegible] ... back in the clear water again. so ends

Friday September 28 1888
P.M. Ganging the BR Mars at five o'clock ended the gauge and run to the westward wind at NEast-light with fog at four o'clock it cleared off. Signed the Anderw Hicks. Ohio. Mars, Lancer, Elija. and BR Ocean all the Captains went onboard of the BR Anderw Hicks. at eleven ended the gauge; night strong breeze from the N.East P.M. at and the Hunter. at eleven P.M. all the Captains went onboard of the Elija. at five o'clock ended the gauge at four all but three Ships took the ice. comes South ten miles wind died away young ice began to make. at seven Ships fast in the ice. ice made about two inches. at day light ten Ships in sight so ends this day.

Saturday Sept 29

Remarks made on board the H.M.S. Rapid

Monday September 30 1878
A.M. Still fast in the ice at low water sounded our anchor and let the ice drift by the Ship at six o'clock took our anchor and made sail and worked to the South East at eight o'clock took in sail and anchored again at eleven A.M. took our anchor and let the Ship drift at day light began to work Ship with a light flowing string. some of the Ships are making good progress towards the clear water three Ships have their Colors up forward seconds.

Monday October 1 1878
P.M. at eight o'clock All the Ships out of the ice thirteen all told eight started the works and to the South East during the night at seven A.M. made sail Tracker Ships in sight seconds Ice thin

Tuesday October 2 1878
P.M. Hands at work fast ice middle part the same at day light Hauled in heaved the last tide returned ready to slow down at six A.M. Hauled to seven P.M. seconds Ice thick

Wednesday October 8, 1878.
P.M. Hands employed in Sawing and slowing down All at four o'clock finished slowing off and middle and take in last Sawing seconds Ice thick

Horace Montross. Master.

Thursday October [illegible] 1888
P.M. Hands employed painting outside
Breaking out main hatch at 4 PM
lowered for whales chased until
five then came on board made
moderate after supper stowed down
one bil pumped ship ship and
wind at North freying at six
A.M. blowing heavy at eight reefed
in the fore topsail and furled it
so ends this day

Friday October 5 1888.
7 A.M. wind at North blow a gale
sun in the South twenty miles
at clear the ice how in on the
eastern lach. middle and latter
part the same. so ends the day

Saturday. October 6 1888
P.M. At two o'clock kept off South-
East found cutt. wind at N.N.W. blow
blowing heavy. with a nasty sea running
at eleven o'clock hove to in the north
track at six kept up
so ends this day.

Sunday October 7 1888
7 A.M. Wind at North blowing a N.E. to
at eight o'clock hove to a cut
Starboard tack at four A.M.
kept on SSE. at 8 A.M. sun
on and port fean and hoisted in
Starboard quarter boat.

Monday October 8 1888.
P.M. at three o'clock spoke the
Helen Mar. clear. at four started
in boat ole and light course SE by S
Latt Lat middle and latter part
the same ends

[illegible]

[illegible]

Wednesday October 10. 1888

P.M. One Ship in sight to leeward bound out North at six oclock Moderate and hazy the Ship hauled on the Larboard tack, Ship known to be all night at anchor off South West Point.

Thursday October 11 1888.

P.M. One Ship in sight at six oclock keeps on sail and hove the Ship to on the Starboard tack rove all night at six oclock kept off P.M. One Ship in sight on our Northern bounds

Friday October 12. 1888.

P.M. Course S.E. at two P.M. kept off South at three oclock lowered for Whales, Larboard Boat had two (missed) Starboard Boat struck one and the Iron drew out at North Ship on the wind heading to the eastward during night worked to the North at good day light saw several Whales at eight lowered three Boats at half past eight. Larboard Boat struck a Whale at ten A.M took the whale alongside and started to cut so ends Monday

[illegible]

[illegible] Saturday October 13 1888
P.M. at three oclock lowered the Boats, chased & struck at returned to the Ship- at four oclock unsuccessful cutting worked to the westward running off- night at eight [illegible]

Sunday October 14 1888
[illegible] one Ship in sight- [illegible] Stock & Kept a large offing off Land to the East- during the night & [illegible] at [illegible] at daylight to use a School of Killers sighted to N E under topsails and foresail so ends this day

Monday October 15, 1888
P M At two oclock rose a right- Whale lowered for him did not catch her going quick to the windward returned onboard at half past- then at four oclock lowered again returned at six with nothing- whale going quick to the N E Ships under topsails & Courses. Land or ice in sight- bearing W.S.W. distance 15 or 20 miles at Eight- A M rose a whale at ten A M lowered three Boats at half past- Eleven oclock the Starboard Boat struck a small whale so- Ends this day.

Tuesday October 16 1888
A M At one oclock the Starboard Boat struck a large Cow. at three oclock took her along side. at the S.B. to go at six began to cut- at twelve oclock finished, got it at- strong breeze with a very heavy swell from the S & E. Latter part like and the same Ended employed during the Week-

Remark made aboard H.M.S. Boyle

Wednesday October 17 1855

P.M. Standing in shore with Sail
Steering W by N. Middle part
from the N.E. nothing in sight.
At dark hove to with the Starboard
tack aboard the Light of the
Light vessel bearing from us
Abeam

Thursday October 18 1855

P.M. Tacked in shore with
the at one o'clock Rock of St E
then until four A.M. Tacked the
hour too on the first tack
seven Miles Keeping off SE by S.
20 and the day

Saturday October 20 1855

P.M. Stood in under a heavy press
of Canvass until at 4 P.M. Cape
Bill S. at time P.M. rose a
Sail; Stood on our Starboard Tack
at six Shortened Sail and Hove
to on the Port tack at six
P.M. SSE. so ended the day

Porter - Nonsuch - Blake -

Sabbath October -
[illegible] wind [illegible] -
[illegible] north- wind at dark
N. East south- eight miles of
with steering East- at dark light N-
N South East- at eight- stand
to- for Hubbard 20 ends.

Monday October 22 1888
P M Hands employed trying
rd- wind west- S. West- course
East by South- middle and latter
part- Hd steering down ot [illegible]

Tuesday October 23 1888
P M Hands employed in steering
down oil at eight- o'clock Sunday
wind at [illegible] blowing fresh Ship
under close reefs topsails middle
part the day at 12 M Made sail
fore + Main sail [illegible] ends

Wednesday October 24 1888.
P M Hands employed in scraping
the deck at eight o'clock the wind
hauled to the south west and moderate
made sail at daylight had all
sail on the ship rest part of the day
thus came

Thursday October 25 1888
P M At two o'clock started to take in
the cutting stage. Engineer refused to
do duty he unscrew several bolts off
of the stage stanchion. cut him in
thos in hoisting the irons on nipped a
small piece of skin off his wrist accidentally
lowered the Starboard boat down even
with the rail then manned her Then
the Engineer returned to duty
the boat started to Bort oil middle and
latter Rowing & steering down oil

Sunday
Oct 26
2 P
8

Remarks made onboard Bk "Pacific"
All Hands to be called in Ship's Business not
a Boring, round 1/8 with Sail & Light Sail
Ship's Co. Three o'clock wind East &
the S.S.W. Dark Sky under lower pot
sails & Courses steering East by South Steering
Course middle part. wind Freshing
blowing at 6 P.M. Shortened Sail
at 8 P.M. Shifted the Watch and
Started the Log ended Last Day

Saturday October 27. 1888
All Hands on Deck Sailing and
Squaring Yards Oil at Morning
Watch Boring, Sun to the East Noon
and cleared up at six Bells
to Scrape Bone. so ends this day

Sunday October 28. 1888. Sol-44:44 Long
All Hands employed in Ship's Duty
and Scraping Bone wind at
course East by South during the night
the wind and course the same at six
A.M. started to Scrape Bone so ends

Monday October 29 1888.
All Hands employed in Scraping
Bone at three o'clock finished
and cleared up the decks and at
A.M. Course East by South middle
part wind and course the same
at daylight commenced to wash
Bone Hands so employed the rest of
the day one Strong night. so ends

Tuesday October 30. 1888. Sol-
All Hands employed in washing Bone
at five o'clock finished Sun Rose
middle & Calm part the same

Wednesday October 31 1888
P M wind W. course E & N.E
Hands employed washing Ship
middle part weather fine
Latter part employed some Boat
work ends.

Thursday November 1. 1888.
P M Hands employed in washing
Ship. wind W. West course East
middle part the same, All night
light from the West & West-
East All weather fine ends

Friday November 2 1888
P M. Wind at West course East-by-South
Hands employed in Ships duties
middle and latter part the same

Saturday November 3 1888
P M Hands employed in Ships
duty wind at North course E by N.
one Ship in sight to our lee quarter
middle and latter part wind and
course the same so ends This day

Sunday November 4 1888
P M Hands employed getting up Boat
to day. two sails in sight during
the middle part wind N N W. blowing
strong latter part wind the same
course E N E and E by N. four Ships
in sight

Remarks made onboard Bk N^a Baptiste

Monday November 5 / 888
P M Came on Jobs and in Shipo study
and H W course East— Fresh winds
in night Shortened sail to Close reefed
main sail at Midnight Commenced
at eight A M more than round at
Point Reyes Low Broad on our
Port Beam 10 miles

Tuesday November 6 / 888
P M at four P M took a Pilot— at
ten o'clock dropped our Anchor off
the sea wall. All well wind at
weather clear A M Hands at work
loading ship Bone and Bundeling Bone
so ends

Wednesday November 7 888

P M Ship in Port of San Fran
Hands employed in Bundeling Bone
at six finished so ends this days
work

Horace Mortimer Marble

Remarks on board H.M.S. Bayliss

Lef Sanfrisco Nov 24, 1888
Sunday
This day begins Nov 25th
Plesent breys from N.W
no O.B. Sterin, S.S.W hands Emplied
for Riggin the Boat Mast
heads mand Wether Hasey lit Sq

Monday, Nov. 26th 1888

This day begins With A
2nd O.B Plezent breys from N.W Sterin
S by W. hands Emploied in
Ships dutie

Tues. Nov. 27. 1888
This day begins With fine breys
from N.W. Sterin S. by W. hand
Emploied in Ships dutie
1 man Missen Supposed he
fel Ober Board
hes Nainn Was. M. Smith

Wedns. day Nov. 28th 1888
This day begins With like
breez from N.W an pleasent
Wether Sterin S.S.W
hands Emploied in Ships
dutie

Thurs. Nov 29th 1888
this day Begins Plesent
Breys from the N. Sterin
S.S.W. Hands Emploied in
Ship dutie Put out the
Yaul Boat an took in won
for Bears

Horace Montross Master

Fri. Nov. 30th 1888
this day Begins With Plesent
Breez from the N. Stearin
S.S.W hands Employed in
Ships dutee

Sat. Dec 1st 1888
this day begins With Lite
Breez from the N.
hands Employed in Ships
dutie Carpenters Repairin Boats

Sun day Dec 2th 1888
this day Begins With Lite
Vearibl Winds an Squalie Wether
hands Employed in vearis Jobs
Ship headin S by W. to. S W.

Mon day Dec 3th 1888
this day begins With lite
Vearibel Winds an Squalie Wether
hands Employed in Reparin
Sails an boot Ropes

Tues Dec 4th 1888
this day begins With a breez
from N.E. Sterin S.W
hands Employed in Ships
dutie

Wed Dec 5th 1888
this day begins With lite
Breez from N.E., S.W by S
hands Employed in Ships
dutie

B. K. H. Bayliss

Thursday Dec 6th 1888
this day Begins With a
Breez from, N. E Sterin
S. W. by. S. hands Emplyed in
Ships dutie

Fri Dec 7th 1888
this day begins With lite
Breez from. N. E Sterin
S. W. by W hands Emplyed in
Ships dutie

Beef
4 Barb.
P. 2.

Sat Dec 8th 1888
this day begins With lite Breez
from. N. E. Sterin S. W by W
hands Emplyed in Ships dutie

Sun. Dec 9th 1888
this day Begins With fine
Breez from. N. E Sterin W. S W
hands Employed in Bears Job

Mon. Dec. 10th 1888
this day Begins with a Plesent
Breez from. N. E Sterin S S W
hands Employed in Ships dutie

Tues Dec 11th 1888
this day Begins With lite N. E
Winds Sterin W. S. W Crew
Employed in Ships dutie

Weds. Dec 12th 1888
this day begins With Strong
Brezs from N E Sterin W S W
Crue Employed in Ships dutie

Horace. Montross Master

Thurs Dec 13th 1888
this day begins with Strong Breez from S.E & Sterin W.S.W hands Employed in Ships dutie

Fri Dec 14th 1888
this day begins With Strong trade Winds Sterin W.S.W hands Employed in Ships dutie

Sat Dec 15th 1888
this day begins With Strong Breez from S.E Sterin W.S.W Crue Employed in Ships dutie

Sun Dec 16th 1888
this 24 hours Strong Breez from N.E Sterin W.S.W. Crue Employed in Ships dutie

Mon Dec 17th 1888
this day Begins With Strong Change Trade Winds Sterin W.S.W. Crue Employed in Ships dutie

Tues Dec 18th 1888
this day begins With lite breez from S.E Sterin W.S.W Crue Employed in Ships dutie

Thurs Dec 19th 1888
this day begins with Strong Breez from S.E Sterin W.S.W Crue Employed in Ships dutie

Wm Baykes

Thurs Dec 20th 1888
this day Begnins With lite
N.E. Winds Sterin, W,S,W
Crue Emploied in Ships dutie

Fri Dec 21st 1888
this day begnins with lite
N.E. Winds Sterin S.W. by W
Crue Emploied in Ships dutie

Sunday, Sat. Dec 22 1888
this 24 hours lite breys
from, E, & Crue Emploied in
Ship dutie Sterin S.W by W

Sun. Dec 23d 1888
this day begnins With lite Winds
an Squalie wether With Rain
Storm S W Crue Emploied in
Shind dutie

Mon Dec 24th 1888
this day begnins with Strong
Brees an heabe Rains
Sterin W.S.W at Night
Shortent Sail an Luf to the
S.E

Tues Dec 25th 1888
this day begnins With Strong
brey from S E Sailed thro' the
the Marshall Islands

Capt Montros

Wed, Dec 26th 1888
this day begins With Strong
breez from S E Sited Iron
of the Marshall Islands

Thurs Dec 27" 1888
this day begins With lite
breez With Rain Squals Crue
Employed in Ships dutie

Brad
9.77.66. Fri Dec 28th 1888
This day begens With Strong Breez
from S.E Sterin. W.S.W Crue
Employed in Ships dutie

Sunday Sat Dec 29th 1888

This day begins With lite Breez
Sterin Wby S Crue Employed in
Ships dutie

Sun Dec 30th 1888
This day Begins With Strong
Trades Sterin W by S at Night
S.hoLend Sail an Luf to the
S.E Crue Employed in
Ship dutie

Mon Dec 31 1888
This day Begins With Strong
Breez from S E

Tuesday January 1st 1889
this day begins with Strong
Trades of Weather & Steam
Getten hogs or Cocknuts

Wed Jan 2 1889
this day Aneord in
Pongnipete

Tuesday Jan. 3 1889
this day begins with hands
Employed in Ships dutie

Fri Jan 4th 1889
this day begins with Crue Employed
in Ships dutie

Sat Jan. 5th 1889
this day begins with Crue
Employed in Ships dutie

Sun Jan 6th 1889
this day begins with fine Weather
&c Ends

Mon Jan 7th 1889
this day begins with Crue Employed
in Ships dutie

Wed Jan 8th 1889
Thurs. Jan This day
Begins with fine Wether Gatlin
Wod an Water

Thurs Jan 9th 1889
the Saim as Yesterday

Fri Jan 10th 1889
this day begins the Saim
Work goes on the Saim as before

Do Sat Jan 11th 1889
this day begins With fine Wether
3 men Ran a way
the Mate had trubel with the carpenter

Sa Jan 12th 1889
Cat this day begins with fine wether
Cant 2 of the 3 Run a ways yesterday
in not Cant home yet

Iron Jan 13th
Left Poiebet with Strong
breez from S.E Steering
S W

Tues Jan 14 - 6 : 1889
This day begnins With Strong
breez from S E Sited the
Island Of Apia

Wedns the 15 Jan
the Island in Site S Eerin
WSW got Coconuts

Fri Thurs Jan 16 th 1889
Strong breez from S E
Sterin 11 ½ ;

Sat Fri Jan 17 1889
this day begins With Strong
breez from S E Sterin
W by S Crew Employed
in Ship dutie at night
Shortend Sail

Sat Jan 18 th 1889
this day begins With Strong
breez from S E Sterin S W
at night Shortend Sail

Sunday Jan 19 th 1889
this day begins with Strong
Breez from S E at night
Shorted Sail

this Mon Jan 21
this 24 hours Strong
an Squalie wether

Tues Jan 21 1889
this day begins with Strong
breys Sean 1 Ship to the E
Crue Employed in Ships dutie

Wedns Jan 22d 1889
this day begins with Strong
breys With Squalie the Prer
Crue Employed in Shipdutie

thurs Jan 23 1889
this day begins With Strong
breys from N. E ancord in
Sipan

Fri Jan 24
this day begins With gaten
on board potatos an hogs

Sat Jan 25
the Sain as yester day
Crue Employed in Ships dutie

Sunday Jan 26 1889
Gattin on board Potatos an Wood
4 Man Ranaway 4 Chamors

Mon Jan 27 1889
Painten Ship Out Sid

Tues Jan 29th 1889
this day begins With Strong
breys hve Ancor an Sterd. S.S W

Wedns Jan 30th 1889
Strong breys Crue Employed in
Ships dutie

Thurs ~~Feb~~ Jan 31 1889
this day begins with Strong breez
From N.E Ancord in Gugan

Fri ~~Feb~~ 1st. 1889
This day begins with hands
Employed in Ships duties

Sat Feb 2d 1889
This day begins with
Oiling the Masts and yards

Sun Feb 3d 1889
This day begins with
fine Weather

Mon Feb 4th 1889
This day begins with fine Weather
for Gugan 4 Men Cain on board
that the Capt Shipped

Tues Feb 5th. 1889
This day Got under Way and
Worked to the Windard

Wednes Feb 6th 1889
This day begins with Strong
breez So Ends

Thurs Feb 7th 1889
This day of Saipan did not
find the men 4 Ships in
Site Cape of N W

Capt Montross

Fri Feb 8th 1889
this day begins With
S.Trong breez Steru-.At by N
Crue Employed in Ships Dutie

Sat Feb 9th 1889
this day begins With Strong
breez from S.S Steriu N
Crue Em Ploied in Ship dutie

Sun Feb 10th 1889
This dal gnins With Strong
breez an Squalie So Ends

Mon Feb 11th 1889
this day begnins With Strong
breez an Squalie Caried a Way
the Low main Top sail
Corc A by W

Tues Feb 12th 1889
This day begnins With lite Veribl
Winds an Calms Crue Employed
in Ships dutie

Wedns Feb 13th 1889
this day begnins With lite
Airs an Calms Crue Employed
in Ships dutie

Thurs Feb 14th 1889
this 24 hours lite Airs an Calms.
Crue Employed in Ships dutie

U. M. Bales

Fri Feb 15th 1889
This day begins With Strong
Breys an Squalie Wether
Crew Employed in Ships duties

Sat Feb 16th 1889
This day begins With Lite
Airs an Calms W. to, N. W.
Crew Employed in Ships duties

Sunday Feb 17th 1889
This day begins With Lite Airs
an Calms Land in Site to the W

Mon Feb 18th 1889
This day begins With Strong
breys S. W Ship Ancord in ~~Straits~~
Boenen Island

Tues Feb 19th 1889
This day begins With Strong
Smoked Ship

Wedns Feb 20th 1889
This day begins With
Thur. Feb 21st 1889
Begins with rain Wr, Boy deserted
last clear all hands employed on
ships duty

Friday Feb 22nd 1889
All hands employed on ships duties
Saturday Feb. 23 1889
All hands employed on ships duty.
Sunday Feb 24th to March 5th
at anchor all hands employed on
ships duty.

Capt. Montes

March 5th 1889. P. M. Begins with calms and light wind from the N.W. & at 11 O'Clock took our anchor and went to sea

March 6th 1889

Begins with cloudy weather wind N.W. Latter part rainy and thick weather wind S.W. steering North Wanderer in sight

March Thursday 7th 1889

Begins with stormy weather and lightning wind N.E. by E. middle and latter part clear with the wind

March Friday 8th 1889

Begins with clear weather fresh breze from the North employed in ships duty the Lucretia in sight. Middle and latter part calm

March Friday 9th 1889

Begins with clear weather and calm middle part light wind from the South steering N.N.E latter part the same

March Saturday 10th 1889

Begins with light wind from the S. with fine weather spoke the Lucretia. latter part thick weather with rain steering north.

Sunday March 11th 1889

Begins with thick weather strong winds from S. to N.N.E. Six O'clock hove to under lower main topsail and staysails. latter clear weather with strong wind from the N.

Monday March 12th 1889

Begins with fresh breze from the eastward clear weather repaired the spanker latter fresh breze from the S. steering N.E. by N.

Tuesday March 12th 1889

Begins with squally weather wind light breze from the S.S.W. latter part wind N.N.E thick rainy weather, all hands employed

Pleasant winds and fair Weather
Cant See Hat Ber 1889

Begins with Mod. airy weather and ends
N. N. E. and so Ship Sail. Latter part
Light airs and Calms with rain all round
the Ships Cable.

Thursday March 14th 1889.

Begins with cloudy weather with rain and
baffling winds [illegible] strong [illegible]
[illegible] N. E. Light. Latter part
the same [illegible] 36.40. Lon 145 55

Friday March 15th 1889

Begins with light baffling winds from S.E. to N.
with rain middle part light wind from the N.
latter part light breez from the [illegible]
[illegible]

Saturday March 16th 1889

Begins with light baffling winds all round the
compass middle and latter part the same with
rain squalls.

Sunday March 17th 1889

Begins with light breze from the S.E. with
clear weather, middle and latter part strong breze
with rain, steering N.E. by N. Topsails and
courses set. no observation.

Monday March 18th 1889

Begins with fresh breze from the W. middle part
strong wind from the W.S.W. running under
lower Topsails reefed and [illegible] at 7 P.M.
lost Starboard and Starboard bow boat and
the damage done Steering N.E. latter part
hove too on the Port tack under lower main
topsail fore topmast and mizzen staysail
Lat 39.19 at noon Lon 155.05 East,
blowing hard from the westward with heavy
sea running and snow squalls. lost starboard
boat lines.

Lat 40.10 Lon 154.11 Tuesday March 19th 1889
Begins with gale from the W. Lower set
moderating at Intervals and Fore topsail and
[illegible] middle part wind [illegible] clear weather
latter part [illegible] wind steering E. by N.

Lat 41.15 Wednesday March 20th 1889
Begins with light breze and calms steering N. by E
middle part the same Lon 155.21

James Monteros Master Lon. 15-6.W
P.M. Thursday March 21st 1889 Lat 41.20
Begins with wind from the S.E. all sail
set at 7 O'clock fish in light sails brege
freshening with rain middle and latter part
strong brege from the S.E. to W.S.W.
steering off the wind on the S.W. tack
Lat 41.55 Friday March 22nd 1889 Lon 57.18
Begins with strong brege and heavy swell from
the S. with cloudy weather under short sail
middle part light brege from W. clear weather
latter part calm with thick weather and heavy
swell from the S working to the N.W.
Lon 55.22 Saturday March 23rd 1889 Lat. 42.47
Begins with light brege from the E. with thick
weather and snow with heavy swell from the S.
steering N.W.b.W middle and latter part stormy with
snow. steering W.N.W.
Lat 44.47 Lon 60.10 Sunday March 24th 1889
Begins with thick snow storm wind E. lower top-
sails and Foresail middle and latter part
thick weather with wind from the S.S.W steering
N.E. by N. all hands employed in shifting
Lat 43.36 Lon 63.00 Monday March 25th 1889
P.M. Begins with thick snow storm from
the S.W. at 3 o'clock sudden shift to the
W.N.W. blowed away the fore sail hove to on
the Port tack under foreclosed reefed mizzen
staysails middle part the A.M. latter part
at 6 o'clock carried away the starboard boat
the gunway rail and the davits heavy gale
from the W.N.W. with heavy seas hove to on
the Port tack Tuesday March 26th 1889
Lat 48.27 Lon 63.08 Begins with heavy
gale from the W. at midnight began to moderate
latter part strong gale with heavy squalls all
hands employed in clearing the ice aboard the
ship. Wednesday March 27th 1889
Lat 48.14 by observation Lon 63.02
Begins with gale moderating hove to on the
Port tack under lower maintopsail and fore
staysails middle part wind light with thick
weather latter part wind moderate under
easy sail all hands employed in fitting jib
boom.

Lat 4[illegible] Log[illegible] Thursday March 28th 1889 Lon 64.20
Begins with thick and squally weather with
moderate breze from the W. at sundown wind
increasing middle and latter part strong breze
and heavy swell from the W. all hands employed in
bibb duty Friday March 29th 1889
Lat 50.25 Lon 165.20 Begins with fresh
breze and heavy swell from the W with snow
squalls steering W.W.S. middle and latter part
wind increasing and veering to the N under
lower maintopsail and storm staysails
Lat 51.25 Lon 166.10 Saturday March 30th 1889
Begins with gale from the N.N.W with heavy
snow squalls middle and latter part wind
moderating heavy swell from the N. under short
sail all hands employed in ships duty
Lat 52.14 Lon 167.15 Sunday March 31st 1889
Begins with calm and cloudy weather with heavy
swell from the N. middle and latter part
wind increasing from the N.N.W.
Lat 50.01 Lon 166.20 Monday April 1st 1889
Begins with gale from the N.W. close to on the
starboard tack at 4 o'clock went around on the
port tack middle and latter part the same
Lat 52.05 Lon 165 Tuesday April 2nd 1889
Begins with strong breze from the N.N.W.
with cloudy weather too on the port tack at 8 o.
clock wore ship heading N.N.E. middle and latter
part heavy weather all hands employed on ships
duty Wednesday April 3rd 1889
Lat 51.59 Lon 167.20 Begins with rough weather
and wind from the N.N.W. at 4 o'clock wore
around on the port tack heading N.E. middle
part the same latter light wind with heavy
swell employed in bending out jib boom
Lat 51.36 Lon 166.55 Thursday April 4th 1889
Begins with light wind and heavy swell from
the N.N.E. employed in rigging the jibboom
middle part fresh breze from the N.E. latter
part light breze from N. to N.W. cloudy.
Lat 52.44 Lon 165.55 Friday April 5th 1889 Mo Pt.
Begins with fresh breze from the N.N.W. with
cloudy weather heading N.W. by N. under
reefed sail at middle and latter part the same

-at 53.24. Lon 166.16 Saturday April 6th 1889
Begins with light breys from the N.N.E. with cloudy
weather middle part the same latter part light
wind from the E.N.E. Behring's Island in sight
bearing N.E. distant about 20 miles
Sunday April 7th 1889
at. 54.15 Lon 166.25. Begins with moderate breys
with snow squalls working up under the
land. middle part the same latter part
South point of Behring's island bearing East
distant about 8 miles light wind from the N.W.
at 54.47 Lon 166.20 Begins with light breys from the N.E.
and hove to catching fish off Behring's island middle part
the 1889 calm latter part calm with snow Point of
Behring's island bearing N.N.E. distant 10 miles
Tuesday April 9th 1889.
Begins with calms and light airs from the
Westward middle light breys from the N. & N.W.
with snow squalls. latter part Easterly wind
bearing N.E by E. distant about 20 miles.
Wednesday April 10th 1889
Begins with light winds and snow shoke the
Lagoda middle part wind from the North
snow received one boat from the Lagoda
latter part the same steering N.N.E. Cape D.
bearing W. 30 M. Thursday April 11th 1889
Begins with light breys from the N.W. to
N.N.E. steering to the N.E. middle part
the same the Lagoda in sight. latter part
the same the Lagoda in sight bearing S.W.
distant 10 miles
at 55.35 Lon 170.30 Friday April 12th 1889
Begins with light breys from the N.N.W.
with cloudy weather middle part the same
latter part calm and light airs working to East 6.
all hands employed in ships duty the Lagoda in sight
at 56.12 Lon 171.04 Saturday April 13th 1889
Begins with light breys from the E. and clear
weather steering N.E by N. middle part the same
latter part thick snow storm going under easy
sail all hands employed in ships duty
at 58.52 Lon 173.38 Sunday April 14th 1889
Begins with wind from the South with
thick snow storm at 8 o'clock hove to on the

Remarks made on board Bk. "W. Bayliss."

Starboard tack heading S.E. middle part the sam.
at 9 P.M. kept off steering W & all sail out.
Lat 8.25 Lon 179.30 Monday April 15th 1889
Begins with fresh breez from the S.W with
hazy weather middle part the same steer
W & by W. at half past five raised the ice
now to thick weather and heavy swell all hands
employed in ships duty
Lat 8.50 Lon 179.10W Tuesday April 16th 1889
Begins with strong breeze and thick weather
standing off and on the ice middle part
the same. At 8 oclock am took the ice working S
E. the middle part clear heavy swell.
Lat 8.42 Lon 179.30W Wednesday April 17th 1889
Begins with light breze from the S.W with
partially clear weather working through ice S and
W. middle part calm and light wind from the
N.E. latter part snowing working to the W.
in the ice ice closing. No observation.
Lat 61.00 Lon 180.00 Thursday April 18th 1889
Begins with thick snowy weather working ice
wind forth with swell from the S.W. middle
part clear with strong wind and heavy
swell latter part ice closing all hands employed in
working ice
Lat 60.32 Lon 179.45W. Friday April 19th 1889
Begins with clear weather and wind from
the W & spoke the Defender. middle part
working to the S.E. two vessels in sight bearing
S.E. latter part working to the S. out of the
ice
Lat. 60.10 Lon. 179.26. Saturday April 20th 1889
Begins with clear weather with wind to the
East spoke the S.S. Roland and Laguda,
middle part going along the ice to the S.W.
three sail in sight latter part at daylight
stood to the W. with fresh breze from the S.E.
Lat 60.47 Lon 179.56 Sunday April 21st 1889
Begins with light breze from the E. steering
with ice to the W. middle part working through ice to the north all
sail set latter part keep the edge of the
pack & sail in sight

Lat 61.50 Lon 150.20

Donace Montross Master.

Monday April 22nd 1889

Begins with light breze and clear weather middle part foggy latter part wind N E clear weather working to the north through the ice several vessels in sight cape Navarin in sight bearing N by E distant about 35 miles

Tuesday April 23rd 1889

Begins with light wind from the N E. with clear weather middle part wind N W. latter part sleeved down in the ice heading to the N E. several vessels in sight. Cape Navarin bearing N by E distant about 40 miles.

Wednesday April 24th 1889

Begins with light breze from the South with clear weather stuck in the ice middle part the same latter part the same at 5 P M. saw a howhead. several vessels in sight Cape Navarin bearing N by W distant about 45 miles

Thursday April 25th 1889

Begins with wind from the N E with thick weather and light snow. middle and latter part the same Cape Navarin bearing North distant about 40 miles several vessels in sight

Friday April 26th 1889

Begins with clear weather and light breze from the N W. middle and latter part the same several vessels in sight Cape Navarin bearing N by E distant about 45 miles fast in the ice

Saturday April 27th 1889

Begins with light breze from the E S E with clear weather middle part the same latter part clear with light northerly winds several vessels in sight employed in repairing the sheathing. fast in the ice Cape Navarin in sight bearing N E distant about 50 miles

Sunday April 28th 1889

Begins with light breze from the N E. with clear weather fast in the ice middle part the same. latter part thick weather with snow Cape Navarin bearing N E by E distant about 5 miles

Monday April 29th 1889.

Begins with thick weather with snow wind N E fast in the ice middle part the same latter part wind N N E. strong S. screwing to N E.

Remarks made on board Bark W. Baylies

Tuesday April 30th 1889

Lat by Koukhinsk Begins with thick snowy weather with wind from the N E & ship fast in the ice with all sail furled latter part working to the West & the Koukhinsk in sight bearing N W distant about 18 miles

Wednesday May 1st 1889

Begins with thick fog — the N E with clear weather the middle part the same latter part working to the S E under short sail, the Koukhinsk in sight bearing N W distant about 20 miles

Thursday May 2nd 1889

Begins with clear weather and strong breze from the N E working out of the ice middle part the same latter part working to the N E. A A Lowered twice for whales but did not see them after we lowered Cape Koukhinsk in sight bearing N distant about 30 miles. several vessels in sight

Friday May 3rd 1889

Begins with clear weather and fresh N E wind working to the N E in the ice middle and latter part the same several vessels in sight Cape Koukhinsk in sight Bearing N by W distant about 40 miles

Saturday May 4th

Begins with strong N E winds with thick weather and snow squalls working to the eastward through drift ice. middle and latter part the same several vessels in sight No Observations.

Sunday May 5th 1889

Begins with snow squalls and strong breze from the N E working to the N E through drift ice middle and latter part the same several vessels in sight No Observations

Monday May 6th 1889

Begins with strong breze from the N E with partially thick weather working to the N E through ice spoke the Eliza several vessels in sight sent the dingy out middle and latter part hove to spoke several vessels received one boat from the Lea Breze and one from the Gram Barker

Bonce Montross Master.

No Obs. Tuesday May 7th 1889 Lat 69.30 Lon 176.5
Begins with clear weather and light breze from the N E working to the S E. in the stuf ice several vessels in sight middle part same the remainder latter part clear weather with light breze from the N.E. cruising in the ice

Lat 68.06 Lon 176.8 Wednesday May 8th 1889
Begins with light brez. from the N to N E several vessels in sight spoke the Leucretia middle part the same latter part the same

Lat 68.12. Lon 175.45 Thursday May 9th 1889
Begins with light breze and clear weather working to the Eastward in the ice two vessels in sight middle part the same latter part thick weather with light breze from the E snowing beat fore & after and tower to sea

Friday May 10th 1889
Begins with strong breze from the N E working to the N E middle and latter part the same three vessels in sight

Lat 68.00 Lon 175.58 Saturday May 11th 1889
Begins with strong breze from the N E. middle and latter part the same three vessels in sight bent new Maintopgallant sail

Lat 68.00 Lon 176.25 Sunday May 12th 1889
Begins with strong breze from the N E working to the east through ice middle and latter part the same spoke the Leucretia

Lat 67.23 Lon 179.00 Monday May 13th 1889
Begins with fresh breze from the north with clear weather middle part the same latter part thick with snow working to the East-ward the Ohio in sight

Lat 67.30 Lon 179.30 Tuesday May 14th 1889
Begins with strong breze from the N E with partially thick weather working to the East-ward middle and latter part the same three vessels in sight

Civil Time Tuesday May 14th 1889
Begins with fresh breze from the north with clear weather working to the eastward along the ice middle part middle and latter part the same spoke the Alexander

Remarks made on board Bk. Wm Baylies

Lat 57.59 Lon 178.10 Wednesday May 15th 1889

Begins with light breze from the E.N.E with thick weather and snow working to the Eastward along the ice middle part the same three vessels in sight latter part the same

Lat 57.10 Lon 173.05 Thursday May 16th 1889

Begins with light breze from the West thick weather working to the eastward along the ice middle part the same three vessels in sight. clear weather, latter part the same.

Lat 58.00 Lon 172.30 Friday May 17th 1889

Begins with light breze from the S.E clear weather several vessels in sight working to the N.E along the ice middle and latter part the same

Lat 62.10 Lon 171.50 Saturday May 18th 1889

Begins with light breze from the S.E with thick weather and snow steering to the North and east along the ice. middle part the same latter part several vessels in sight

Lat 63.30 Lon 170.40 Sunday May 19th 1889

Begins with light breze from the N.West thick weather middle and latter part cloudy with partially clear weather several vessels in sight working to the North.

Lat 68.44 Lon 171.00 Monday May 20th 1889

Begins with clear weather with breze from the North. at 5 P.M. raised Nunivak island bearing East distant about 25 miles working toward the North. middle part the same several vessels in sight latter part the same. working through heavy ice

Nunivak

Lat 64.06 Lon 167.10 Tuesday May 21st

Begins with clear weather and fresh breze from the North working to the North in clear water along the ice. middle and latter part thick weather

Wednesday May 22nd 1889

Begin with thick weather and strong breze from the N.E. working to the Northward and middle part clear latter part in sight bearing S.E distant about 10 miles latter part thick working to the S.W

Nunivak

Horace Montross Master

Thursday May 23rd 1889

Begins with thick weather and wind from the North working to the N.E. part [illegible] Romanof bearing East distant about 30 miles middle and latter part the same

Lat 62.24 Lon 167.15 Friday May 24th 1889

Begins with wind from the north with thick weather working to the N.W. middle part the saw at 2 P.M. left off steering to the South and west latter part the same.

Lat 61.50 Lon 168.00 Saturday May 25th 1889

Begins with light breze from the North with thick weather middle part partially clear several vessels in sight working in heavy ice middle part the same latter part thick

Lat 62.30 Lon 167.10 Sunday May 26th 1889

Begins with thick weather with light breze from the S.E working to the N.W middle part spoke the Sea Breze latter part wind South steering N.W by W

Monday May 27th 1889

Lat

Begins with light breze from the S.W with partially clear weather several vessels in sight working to the Westward thro scattering ice middle and latter part the same

St Lawrence Island Tuesday May 28th 1889

Begins with light breze from the S.W working to the N.W clear water several vessels and devil fish in sight at 2 P.M raised St Lawrence Island bearing E by N distant about 20 miles latter part the same

Plover Bay Wednesday May 29th 1889

Begins with wind from N.W with thick weather middle part the same West Head of Plover Bay bearing N distant about 3 miles latter part the same several vessels in sight

Thursday May 30th 1889

Begins with clear weather and light wind W. middle part the same working along the land to the West saw two whales latter part wind W. weather thick Indian Point bearing N by W

Indian Point distant about 5 miles

Remarks made on board Bk "Helen Mar"
Saturday May 31st 1889

Begins with wind W. thick weather hove to under Indian Point middle part clear several vessels in sight at 2 P.M. lowered for whales at 7 1/2 returned to the ship. Wind S.S.E. latter part fine weather

Saturday June 1st 1889

Begins with light breeze from the W. working south middle part calm, Indian Point bearing West distant about 5 miles latter part light winds and calms

Sunday June 2nd 1889

Begins with light winds and calms middle and latter part the same spoke the Helen Mar. Indian Point bearing W. distant about 5 miles

Monday June 3rd 1889

Begins with light airs and calm. middle part the same, lowered for a whale at 10 oclock returned at 12 several vessels in sight latter part baffling winds Indian Point bearing S.W. distant about 10 miles

Tuesday June 4th 1889

Begins with light breeze from the S.W. at 10 oclock anchored off Indian Point in 7 fathoms of water 2 vessels in sight Middle and latter parts the same

Wednesday June 5th 1889

At anchor off Indian Point wind South, Gentle clear spoke the Diamond and the La-Vinka middle and latter part Thick

Thursday June 6th 1889

Begins with Thick weather and calm at Anchor off Indian Point at 1 P.M. weighed anchor and pooked south several vessels in sight wind N.E.

Friday June 7th 1889

Begins with wind from the N.E. working south middle part working north Indian Point bearing N.W. distant about 10 miles at 12 anchored off Point

H. Lee Mentros Master.

Saturday June 8th 1889
Laying at anchor off Indian Point wind N.E. clear several vessels in sight at 5 oclock P.M. We got under weigh and lay off and on

Sunday June 9th 1889
Strong wind from the N.E. with rain off Indian Point middle and latter part the same spoke the Northern Light and the Mears

Monday June 10th 1889
Begins with thick weather wind from the N.E. Indian Point bearing S.W. distant about 5 miles. middle part the same working to the windward. latter part the same

Tuesday June 11th 1889
Anchored off Little Island in 9 fathoms middle and latter parts working to windward thick

Wednesday June 12th 1889
Off Marcus Bay spoke the Brooklyn Pilot middle part anchored off Indian Point several vessels in sight, wind N.E. latter part spoke the Reuben Hicks and received 25 bags of potatoes from the several vessels in sight

Thursday June 13th 1889
Anchored off Indian Point the point near N.E. distant about 2 miles. wind North weather clear. at two oclock last the starboard Anchor fleeted in shore of the ice several vessels in sight

Friday June 14th 1889
Anchored off Indian Point wind N.W. raining wind North spoke the Abram Parker

Saturday June 15th 1889
Anchored off Indian Point received an anchor from the Abram. Parker wind fresh

Sunday June 16th 1889
Off anchor off Indian Point took our anchor and worked north and saw several vessels in sight.

Monday June 17th
South Head of St Lawrence Bay bearing S by W distant about 8 miles.

Remarks made on board Bark H. M. Bayliss

Tuesday June 18th 1889

South Head bearing W.N.W distant 10 miles
wind baffling and light hazily clear
several vessels in sight

Wednesday June 19th 1889

East Cape bearing N.W. distant about 20 miles
cruising between east cape and St Laurence
Bay wind N.E. clear scattering ice several
vessels in sight.

Thursday June 20th 1889

Off South Head of St Laurence Bay. South Head
distant about 5 miles several vessels in sight
middle part foggy working to the N.E.

Friday June 21st 1889

East Cape bearing N.E. distant about 8 miles
middle part spoke the Andrew Hicks thick
weather wind SW by W. working to the windward

Saturday June 22nd 1889

East Cape bearing W distant 2 miles working
up and in wind S.E. thick weather

Sunday June 23rd 1889

East Cape bearing S.W. distant about
5 miles wind S.E. thick weather latter part
East Cape bearing S.E. distant about 6
miles clear 4 vessels in sight

Monday June 24th 1889

East Cape bearing South distant about 20
miles wind S.E. weather clear working to
the South

Tuesday June 25th 1889

East Cape bearing S.S.W distant 25
miles wind S.E. weather clear scattering
ice in sight.

Wednesday June 26th 1889

East Cape bearing S by E distant about
15 miles 4 vessels. and ice in sight wind
S.E. weather thick working off and on the
Cape

Thursday June 27th 1889

East Cape bearing S.E distant 10 miles
at 12 M. anchored north of the cape
in 18 fathoms of water several vessels
in sight wind South weather thick

Steamer Montross Master

Friday June 28th 1889

Anchored off East Cape the Cape distant about ½ mile Spoke and gammed the Andrew Hicks and the Bounding Billow wind baffling and partially clear weather

Saturday June 29th 1889

At anchor at East Cape wind SE weather thick

Sunday June 30th 1889

At anchor at East Cape wind baffling weather thick several vessels and scattering ice in sight at 11 PM took our anchor and stood toward Cape Sardy

Monday July 1st 1889

Thick weather steering W by Cape Sardy bearing S S W distant about 15 miles wind S.E.

Tuesday July 2nd 1889

Thick weather steering E wind S E. middle part Cape Sardys in sight bearing W by distant about 5 miles the ice and several vessels in sight Steamed the N. Montross and N Hicks Harry Briggs sick and off duty with a sore head caused with a crowbar

Wednesday July 3rd 1889

Point Hope Wind S E. raining Point Hope in sight bearing W by W distant about 6 miles the ice and 7 vessels in sight working and W.

Thursday July 4th 1889

Point Hope bearing E by E distant about 5 miles the Phetis and several other vessels in sight wind East weather raining

Friday July 5th 1889

Thick weather wind South Point Hope bearing East distant about 10 miles

Saturday July 6th 1889

At anchor at Point Hope wind baffling thick weather and ice 5 fathoms of water Steamer the B. Billow

[illegible] Sunday July 7th

[illegible] a Point Hope several vessels and ice in sight, wind light N.E. weather clear

Monday July 8th 1889

At anchor at Point Hope wind S.E. weather clear several vessels and ice in sight

Tuesday July 9th 1889

At anchor at Point Hope wind N.E. weather clear scattering ice sent 6 barrels of Pork on board the T. Dicks Harry Briggs returned to duty.

Wednesday July 10

At anchor on the North side of the point at 5 P.M. went around to the south side of the point to anchor spoke the Thomas Pope several vessels and ice in sight Wind N.W. weather clear received 40 sacks flour 40 boxes potatoes 1 package eggs from the T. Pope and delivered 2 bundles of bone and letters

T. Pope

Thursday July 11th 1889

At anchor at Point Hope calm and light rain from all around weather clear

Friday July 12th 1889

Went around to the north side of the point at anchor spoke the Bear wind S.E. weather partially clear

Saturday July 13th

At anchor at Point Hope at 7. P.M. got under weigh wind South clear weather steering N by E.

Sunday July 14th

Thick weather anchored off Cape Dyer calm weather thick

Monday July 15th 1889

Took our anchor and worked north to the Lighthouse bearing E. & S. distant about 4 miles on shift and scattering ice in sight wind north weather clear

Tuesday July 16th 1889
Cape Lisbourne bearing east distant about 5 miles working north

Wednesday July 17th 1889
At anchor about 15 miles E by S of Cape Lisbourne ship taking fresh water

Thursday July 18th 1889
At anchor ship taking water, wind N.E. weather clear, scattering ice and five vessels in sight

Friday July 19th 1889
At anchor, wind east, weather clear several vessels in sight finished taking water about 450 barrells, at 8 P.M. took our anchor and went about 5 miles to the N.E.

Saturday July 20th 1889
At anchor at the coal veins ship working coal in company with several other vessels weather clear, wind light and baffling

Sunday July 21st 1889
At anchor, finished working 12 boatloads of coal wind baffling weather [illegible]

Monday July 22nd 1889
At anchor light winds and calms several vessels in sight

Tuesday July 23rd 1889
At anchor at 7 A.M. took our anchor and worked N.E. at 4 P.M. anchored. Cape Beaufort bearing east distant about 6 miles

Wednesday July 24th.
Working to the north several vessels in sight wind light from N.W. to N.E. weather clear Cape Beaufort in sight bearing E by S. distant about 6 miles scattering ice

Remarks made on board U.S.N.S. Gayhead.

Thursday July 25th 1889.

Working to the W.S.W. at 6 a.m. anchored in 12 fathoms weather thick wind light W.S.W. Cape Beaufort bearing S.S.E distant about 10 miles

Friday July 26th 1889

At anchor, at 4 P.M. got our anchor and tryed to work north at 8 P.M. anchored

Saturday July 27th 1889

Working north along the land several vessels in sight Point Lay bearing S.E. distant about 10 miles scattering ice

Sunday July 28th 1889

Working northeast several vessels in sight also the land scattering ice. Icy Cape bearing S.E. distant 12 miles.

Monday July 29th 1889

Calm and light winds scattering ice and the land in sight working to the S.E.

Tuesday July 30th 1889

Belcher Point bearing S.E distant about 10 miles wind light S.E. weather clear

Wednesday July 31st

Point Franklin bearing east. wind W.S.W. the ice and 4 vessels in sight working W.S.W. Point Franklin distant about 5 miles

Thursday August 1st

Cape Smyth bearing W.S.W. distant about 5 miles. wind S.W. weather clear several vessels and the ice in sight

Friday August 2nd

Wind west weather clear, Point Barrow in sight bearing South distant about two miles the ice about 8 miles off shore Stoke the Bowding, Bilbo and the J. H. Rowland four vessels in sight

Horace Monroe Master.

Saturday August 3rd 1889
At anchor at Cape Simpson the cape bearing south distant about 1 mile wind west weather clear several vessels in sight

Sunday August 4th 1889
At anchor 15 miles S.E. of Cape Simpson weather clear wind N.W. several vessels and the ice in sight

Monday August 5th 1889
Working to the westward between the land and ice. Cape Simpson bearing south distant about 5 miles wind W. weather thick

Tuesday August 6th 1889
Begins with light breze from the east thick weather cruising between the land and ice Point Tangent bearing south distant about 4 miles

Wednesday August 7th
Wind East light steering west Point Barrow bearing S.W. distant 3 miles th. ice and several vessels in sight

Thursday August 8th
Anchored 2 miles S.W. of Point Barrow the ice and several vessels in sight. calm

Friday August 9th
Took our anchor and went south and anchored about 4 miles W.S.W. of C. Smyth. wind south. weather clear. the ice and several vessels in sight

Saturday August 10th
At anchor 4 miles W.S.W. of Cape Smyth at 7 P.M. took our anchor and went around Point Barrow to an anchor in company with several vessels the Point bearing S.W. distant one mile wind S.W. fresh. weather is gually heavy ice in sight the anchors down

Sunday August 11th 1889
At 8 A.M. took our Starboard anchor wind from S.E. to S.W. weather clear heavy ice.

Remarks made on board Bk W.m Bayliss

Monday August 12th 1889

At anchor off the mouth of Point Barrow weather clear the ice on the land south of the point several vessels in sight

Tuesday August 13th 1889

At anchor wind S.W. weather clear the ice and several vessels in sight the Point bearing S.W. by W. distant about one mile

Wednesday August 14th 1889

At anchor wind S.W. weather clear

Thursday August 15th 1889

At anchor wind S.W. to W. weather clear with occasional snow squalls. the ice on the point. several vessels in sight

Friday August 16th 1889

At anchor at Point Barrow wind N.E. to E. weather clear. latter part wind South. rainy weather several vessels and the ice in sight.

Saturday August 17th

At anchor at Point Barrow at 1 P.M. got under weigh and steerd towards the S.W. wind N.E. weather clear. the ice and several vessels in sight

Sunday August 18th 1889.

Steering towards the S.W. in company with several vessels tracking the ice wind N.E. weather cloudy with rain

Lat 70.31. Lon 164.00 Monday August 19th

Working to the S.W. wind light N.E. weather clear several vessels and the ice in sight

Lat 71.00 Lon 164.30 Tuesday August 20th 1889

Steering N.W by W. close hauled, from 4 to 9 a.m. thick. several vessels and the ice in sight rowing off to the westward along the ice wind N.E.

Lat 71.40 Lon 167.00 Wednesday August 21st

Wind N.E. weather clear, working to the windward two vessels and the ice in sight.

Lat 71.48. Lon 167.30 Thursday August 22nd 1889
Working to the windward along the ice. wind N.W. weather clear. at 7. a.m. bore off to the west along the ice. P.M. tracking the ice to the S. and W. three vessels in sight.

Lat 71.28. Lon 171.55 Friday August 23rd 1889
Working to the westward at dark hove too on the eastern tack at daylight bore off along the ice wind N.E. weather thick several vessels in sight. caught one bear.

Lat 71.15 Lon 170.25 Saturday August 24th 1889
Begins with light breze from the N.E. with snow squalls several vessels in sight working to the eastward along the ice. middle part wind N.W. spoke the Eliza A Hicks and the J W Howland.

Lat 71.30. Lon 169.10 Sunday August 25th 1889
Begins with strong breze from the N.N.E with thick weather. working to the N.E along the ice several vessels in sight

Monday August 26th

Lat 71.25 Lon 166.00 Working to the East several vessels and the ice in sight wind N.W weather thick

Lat 71.20 Lon 165 Tuesday August 27th
Working to the east wind N.N.E. weather clear several vessels and the ice in sight spoke the Jas. Allen hove too at dark on the P.T tack at daylight stood to the eastward strong breze.

Lat 71.18. Lon 165.10 Wednesday August 28th
Wind strong N.E. weather partially clear several vessels and the ice in sight at 5 P.M were around on the Starboard tack heading to the N.W.

Lat. 71.10 Lon 166.20 Thursday August 29th.
At 8 A.M were around on the starboard tack and worked to the eastward. wind N.E. weather clear with snow squalls. The ice and several vessels in sight

Remarks made on board Bark H. F. Eaton

Lat 71.11 Lon 166.10 Friday August 30th 1889
Begins with strong breze from the N.E. working along the ice to the eastward several vessels in sight weather clear with snow squalls

Lat 71.15 Lon 166.45 Saturday August 31st
Spoke the D. Braw. Barker wind N.E. weather squally. the ice and several vessels in sight working to the N.E.

Lat. 71.25 Lon. 168.30 Sunday Sept. 1st
Hove to off the ice wind N.E. weather thick with snow squalls the ice and three vessels in sight at daylight stood to the westward along the ice at 7½ P.M. lowered 4 boats at 9 P.M. returned to the ship spoke the Lucretia Mormon Sept 2nd 1889

Lat 71.42 Lon 169.56 Begins with light breze from the N.E. with thick weather hove too along the ice at daylight kept off to the westward three vessels in sight

Tuesday Sept 3rd 1889

Lat 71.44 Lon 174.30 Begins with breze from the N.E. with snow several vessels and the ice in sight spoke the Lancer at 5 P.M. hove too on the eastern tack at 8 P.M. worked along the ice to the N.W. latter part the same. spoke the Lancer

Lat 71.40 Lon 175.00 Wednesday Sept 4th
Herald Island Herald Island in sight bearing S.W. distant about 25 miles wind N.E. weather clear several vessels in sight working to the windward towards the ice spoke the D. Hicks

Lat. 71.30 Lon 174.10 Thursday Sept 5th
Begins with thick fog wind N.W. hove too along the ice Herald Island bearing S.W. distant about 20 miles.

Lat 71.20 Lon 173.00 Friday Sept 6th 1889
The same Herald island bearing S.W. distant about 30 miles. weather clear

Lat 71.50 Lon 171.05 Saturday Sept 7th 1889
Begins with thick weather, wind east working to the windward along the ice several vessels in sight. Herald Island bearing W S W distant about 45 miles

Lat 71.40 Lon 169.10 Sunday Sept 8th 1889
Begins with strong breze from the east with thick weather working to the eastward several vessels in sight latter part clear

Lat 71.45 Lon 166.00 Monday Sept 9th 1889
Begins with the wind from the S to S.E. with thick weather working to the east the ice and three vessels in sight

Lat 71.35 Lon 167.00 Tuesday Sept 10th
Begins with light breze from the S E middle and latter part calm hove too on the Port tack two vessels and the ice in sight. thick fog

Lat 72.00 Lon 168.10 Wednesday Sept 11th
Begins with calm and thick fog middle part light breze from the North weather thick hove to along the ice several vessels in sight

Lat 72.14 Lon 168.20 Thursday Sept 12th 1889
Begins with thick weather and light breze from the N.E. middle part clear with the ice and several vessels in sight working to windward. latter part hove too along the ice & saw one whale one rising.

Friday Sept 13th 1889
Lat 72.00 Lon 169.10 Begins with wind from the S E with clear weather at daylight kept up to the westward along the ice and spoke the Jessie Freeman and the Wm H. Lewis received two men from the Jessie and other Papers from the Wm H. Lewis spoke the S. Brown Barker and received Mr. Enos from her. latter part wind East working to the windward along the ice

Record of the work on board Br. H. M. Steamer

Lat 72.10 Lon 166.05 Saturday Sept 14th 1889
Begins with light breze from the N E with
clear weather working to the eastward among
the ice several vessels in sight stoke
the Bounding Billow

Sunday Sept 15th 1889
Lat 72.15 Lon 167.30 Begins with light breze from
the east with thick weather. middle and
latter part wind fresh from E N E to S E the
ice and several vessels in sight working to
the windward

Lat 72.50 Lon 167.20 Monday Sept 16th 1889
Begins wind from the east with thick
weather middle part clear latter part
thick weather several vessels in sight
working to the eastward along the ice would not
stoke the Ocean.

Lat 72.30 Lon 169.00 Tuesday Sept 17th
Begins with strong breze from the S. E. with
thick weather hove too along the ice middle
part working to the westward clear weather
several vessels in sight. latter part hove too

Lat 72.25 Lon 170.00 Wednesday Sept 18th
Begins with fresh breze from the S E
squally weather laying aback along the ice
middle part working both ways along
the ice several vessels in sight going
different ways

Lat 71.58. Lon 173.00 Thursday Sept 19th 1889
Begins with fresh breze from the S. E. with
squally weather hove too along the ice
at 4 1/2 P M kept off to the N W latter part
hove too two vessels in sight

Lat 71.50 Lon 174.10 Friday Sept 20th
Begins with light breze from the N E.
hauled aback along the ice spoke the
Sea Ranger at noon kept off to the west
at 2 1/2 P M. lowered five boats the Port
Boat went on and mussed come
on board at 4 1/2 P M lowered 5 boats

and returned to the ship at 5 P.M. with nothing four vessels and the ice in sight latter part working to the windward under short sail weather clear

Herald Island

Saturday Sept 21st

Begins with fresh breeze from the N.E. with clear and cloudy weather at 8 A.M. sighted Herald Island bearing S.W. by W. distant about 40 miles. at 9 A.M. started to grapple for a sunken whale with two boats but did not get hold at 4 P.M. hooked him from the ship and straightened the grapplings the ice and several vessels in sight, latter part working to the windward

Lat 72.00 Lon 174.30 Sunday Sept 22nd 1889

Begins with fresh breze from the N.E. with clear weather working to the windward middle part the same several vessels and the ice in sight latter part working to the windward

Lat 72.15 Lon 173.30 Monday Sept 23rd 1889

Begins with strong breze from the East with clear weather, middle part the same spoke the Reindeer working to the windward along the ice three vessels in sight

Lat 72.45 Lon 170.10

Tuesday Sept 24th 1889

Begins with light breze from the East with partially clear weather middle part and squalls several vessels in sight working to the N.E. along the ice

Lat 72.25 Lon 170.05 Wednesday Sept 25th 1889

Begins with light breze from the east with snow squalls middle part the same spoke the Belga working along the ice several vessels in sight, latter part wind S.E. Love to along the ice

Remarks made on board Br. B.ⁿ Baptiste

Sept. 26th 1889

Begins with light breze from the east with clear weather middle part working to the windward the ice and several vessels in sight spoke the Reindeer. received Tobacco Potatoes from the Reindeer.

Lat 71 35 Friday Sept 27th 1889 Lon 170.20

Begins with light and clear weather middle part cruising along the ice spoke the Hunter and W.ᵐ Lewis. latter part steering south wind light with much ice

Lat 71.40 Lon 173.10 Saturday Sept 28th 1889

Begins with light wind and clear weather steering south wind North middle part steering from south to S.S.W. several vessels in sight latter part the same

Herald Island, Sunday Sept 29th 1889

Begins with light breze and fine weather steering S.S.W. spoke the D. Hicks middle and latter cruising off Herald Island the island bearing W.N.W. distant about 20 miles several vessels in sight bent new mainsail and jib

Monday Sept 30th 1889

Begins with light breze from the north with clear weather middle and latter part the same cruising off Herald Island the island bearing S.W.ly distant about 20 miles several vessels in sight

Tuesday Oct 1st 1889

Begins with light breze from the north with clear weather middle part the same cruising off the east side of Herald Island the island bearing W. by N distant about 20 miles spoke the Alexander several vessels in sight latter part steering to the eastward.

Wednesday Oct 2nd 1889

Lat 70.50 Lon 173.00 Begins with fresh breze from the N.E. with snowy weather at 8 A.M. lowered two boats for a whale but did not see him again saw several whales going south also several vessels whaling.

Lat 70.42 Lon 172.00 Thursday Oct 3rd 1889
Begins with light wind from the N. & with thick weather middle part the same at Two P.M. lowered five boats and returned to the ship at 3 1/2 P.M. several vessels in sight whaling with small success. latter part heavy snow

Lat 71.15 Lon 175.00 Friday Oct 4th 1889
Begins with light breze from the west with heavy fall of snow middle part wind from the W.N.W with clear weather worked to the westward several vessels in sight

Saturday Oct 5th 1889
Begins with westerly wind and squally weather middle part spoke the St. Hicks at 1 P.M. lowered and the Starbowed boat struck at 4 P.M. took him alongside Herald Island bearing W.N.W distant about 15 miles latter part cutting and clearing away the head

Sunday Oct 6th 1889
Begins with strong breze from the N.N.E. with snow squalls, middle part clear weather at 1 P.M. lowered four boats but got no whale the Port bow boat capsized lost every thing out the boat. at 4 P.M. returned on board wind N.W

Remarks made on board Bark W.H. Bayliss

Monday Oct 7th 1889
Begins with strong breze from the north with heavy weather middle part the same with sleet and snow working to the windward wind N.E. saw four vessels and one steamer but did not lower W Herald Island bearing W.W. by W distant about 25 miles latter part holding up under short sail

Lat 70.50 Lon 173.00 Tuesday Oct 8th 1889
Begins with heavy weather. wind N.E. working to the windward middle part the same one sail in sight. latter part the same

" Lat 71.50 Lon 169.30 Wednesday Oct 9th
Begins with heavy weather from the N and E. middle part the same four vessels and Herald Island in sight the Island bearing S.W. by W distant about 20 miles steering E by S. heavy weather with snow squalls latter part hove too under short sail

Lat 69.50 Lon 169.30 Thursday Oct 10th 1889
Begins with heavy weather and thick snow storm at 5 A.M. steered to the S.E. latter part hove too on opposite tacks

Lat 68.55 Lon 169.40 Friday Oct 11th 1889
Begins with heavy weather and thick snow at 5 A.M. steered to the S.E. at 8 A.M. spoke the Ocean wind N.E. at 4 P.M. and light from the south with snow three vessels in sight latter part working south

Lat 68.26 Lon 167.35 Saturday Oct 12th
Begins with light breze from the South with clear weather middle part the same latter part equally clear vessels in sight
Lat 68.22 Lon 166.20

Sunday Oct 13th
Begins with light and clear weather with wind from the south middle part

Horace Watrous Master -
the same Spoke the Northern Light at 5 P.M. started the works. latter part under short sail tacking.

Monday Oct 14th 1889
Begins with thick weather and wind from the south middle part clear with vessels in sight Point Hope bearing E by S distant about 10 miles latter part light and clear weather finished tacking

Tuesday Oct 15th 1889
Begins with light southerly wind and clear weather middle part wind hauled to the eastward stood down our old latter part steering S E. by S. Cape Thompson bearing N E. distant about 25 miles two vessels in sight

Wednesday Oct 16th 1889
Begins with light breeze from the east with clear weather at 7 A.M. passed East Cape at 5 P.M. East Cape Cape Prince of Wales Diomede Islands and Fairway Rock in sight, Cape Prince of Wales bearing S E distant about 16 miles latter part steering south at 2 A.M. 17th passed King's Island

Thursday Oct 17th 1889
Begins with fresh breeze from the east with fair weather steering S E. middle part the same at 5 P.M. St. Lawrence Island bearing west distant about 20 miles latter part breeze freshening steering south

Friday Oct 18th 1889
Begins with light breeze from the east with clear weather middle and latter part the same steering to the Southwest one vessel in sight St Matthew's I. bearing S S W. distant about 50 miles

Remarks made on board Bark H. Hughes

Saturday Oct 19th 1889

Begins with light weather and large
seas the M & middle and latter part the
same spoke the Ocean

Sunday Oct 20th 1889

Begins with light breese and same
middle part fresh breese from the S.E.
weather hazy the Ocean and St
Mathews Island in sight the island
bearing at 3 P.M. W.S.W. distant about
10 miles. latter part. by the wind on
the Port tack

Monday Oct 21st 1889

Begins with light breese from the east
at 9 A.M. raised St M. Mathews Island bearing
West distant about 15 miles at 4 P.M
spoke an three boats latter part wind
light weather thick steering S.S.E.

Lat 57.30 Lon 171.05 Tuesday Oct 22nd 1889

Begins with thick weather and fresh
from the east at 5 A.M. wind strong W.W.
middle part blowing a gale from the W.
steering from S.S.E. to S.W. & latter part
the same weather clear.

Lat 56.50 Lon 171.5 Wednesday Oct 23rd

Begins with light breese and clear weather
wind S.W. middle part wind freshening
from S.E to S.W. working to windward
latter part the same

Lat 55.46 Lon 172.04 Thursday Oct 24th

Begins with strong breese from the south
with cloudy weather. at 11 A.M. wind
hauled to the S.W with light squalls
steering S.S.E. latter part the same

Friday Oct 25th 1889

Begins with strong breese from the
S.W. with boisterous weather steering S.E.
middle part the same raised the island

of Cayman bearing South distant about 20 miles at 6 P.M. at 5 P.M. the island bearing W S W distant about 15 miles latter part fresh breze from the west with clear weather steering S E

Lat 5[illegible].10. Lon 16[illegible].0

Saturday Oct 26th 1887

Begins with moderate breze from the S W with clear weather middle and latter part cloudy with puffing winds from the S W to S E steering to the Eastward. latter part the same.

Lat 50.05 Lon 165.05 Sunday Oct 27th 1887
Begins with light S E wind with thick rainy weather, at 11 A.M. cleared away with wind West steering E by S latter part the same

Lat 50.22 Lon 164.00 Monday Oct 28th 1887
Begins with light breze from the W. with clear weather middle and latter part. the same steering E by S one vessel in sight steering to the East

Lat 50.00 Lon 163.30 Tuesday Oct 29th 1887
Begins with strong breze from the east with rain and heavy swell middle part wind all around the compass with rain at 2 P.M. wind N W. with partially clear weather steering east, latter part the same one vessel in sight

Lat 48.37 Lon 160.40 Wednesday Oct 30th 1887
Begins with strong Westerly wind with squally weather middle and latter part the same with heavy sea steering from E to E by S

Remarks made on board HK II

Lat 47.25. Lon 15 5. Thursday Oct 31st 1889
This day begins with gale from the west and cloudy weather middle part moderate at 4 P.M. wind veering to the south and east steering E by S. latter part cloudy with rain steering by the wind.

Lat 46.50 Lon 15 21 Friday Nov 1st 1889
Begins with strong breze from the S.W. with stormy weather middle and latter part the same middle part on the Starboard tack latter part on the port tack

Lat 46 30 Lon 149 54 Saturday Nov 2nd 1889
Begins with wind from the S.W. with heavy swell from the S.E. and clear weather. middle and latter part the same steering E by S.

Lat 45.50 Lon 148.54 Sunday Nov 3rd 1889
Begins with light weather wind from the west middle and latter part the same steering E by S.

Lat 46.35. Lon 147.40
Monday Nov 4th 1889
Begins with light winds and calm weather clear middle part light breze from the south scraping and washing bone latter part the same steering by the wind on the Starboard tack.

Lat, 45, 25 Lon 143, 30. Tuesday Nov 5th 1889
Begins with strong breze from the south with cloudy weather middle and latter parts heavy weather steering to the eastward

Lat 44.55. Lon 139,00 Wednesday Nov 6th
Begins with strong winds and heavy weather with rain from the south middle part the same latter part moderateing steering E by S.

Lat 44.30 Lon 138. Thursday Nov 7th 1889
Begins with moderate weather and breze from the south middle part the same wind hauling to the east at 4 P.M. backed south heading south latter part. calm.

Lat 43.57 Lon 137.05 Friday Nov 8th
Begins with light airs and calms middle part light breze from W. latter part the same steering E by S.

Lat 43.35 Lon 135.40 Saturday Nov 9th 1889
Begins with light airs and calms middle part drizzling and lowering latter part light breze light breze from the N W. with clear weather steering E by S.

Lat 42.57 Lon 134.30 Sunday Nov 10th 1889.

Begins with light breze from the west with clear weather middle and latter part the same steering E by S.

Lat 42.30 Lon 130.10 Monday Nov 11th 1889
Begins with light wind from the West with clear weather middle part wind freshening with cloudy weather steering E by S latter part wind N. E. weather fine.

Lat 40.36 Lon 128.00 Tuesday Nov 12th 1889
Begins with moderate breze from the N E. with cloudy weather middle and latter part the same
Lat 39.40 Lon 126 00

Wednesday Nov 13th
Begins with a strong breze from the N E. with clear weather. middle and latter part wind N. with clear weather steering E 1/2 S.

Remarks made on board Ship [illegible]

[illegible] at daylight raised the land bearing [illegible] and distant about 25 miles at 8 A.M. at 12 Mo. clear, wind light and variable ät. sent down mast P.M. thick weather the land bearing East distant about 25 miles, latter part the same weather & by A.

Sunday 11 [illegible] Begins with light airs and clear weather at 7 A.M. spoke the [illegible] at midday Point Reyes bearing N.E. distant about 5 miles at 3 1/2 P.M. took the Bay Pilot on board, at 10 P.M. anchored with the Port anchor and 30 fathoms chain so ends these remarks and the voyage

Remarks made on board Bk. W.m Bayliss

1889
1890 Civil Time. Dec 4th 1889

At about 10 A.M. took our anchor and towed to sea, at 6 P.M. observed by the wind heading S.W. on the Port tack Point Loyes bearing N.E. distant about 6 miles. The after part fresh very. con the S.

Lat. S.720 Lon 125.10 Thursday Dec 5th 1889
Begins S.W. a strong breeze from the S.W. steering by the wind on the Port tack, middle and latter part wind light all hands employed in ships duty

Lat 36.55 Lon 127.30 Friday Dec 6th 1889
Light airs and calm the entire day.

Lat 36.15 Lon 129.05 Saturday Dec 7th 1889
Begins with a breeze from the S.E. with rain squalls middle and latter part the same.

Lat 34.10 Lon 126.50 Sunday Dec 8th 1889
Begins with light winds and calm at midday wind W.N.W. moderate at sundown the same two vessels in sight, steering S.

Lat 33.40 Lon 124.10 Monday Dec 9th 1889
light breeze from the S.W. the entire day

Lat 32.37 Lon 123.5 Tuesday Dec 10th
Light breeze from the South working to the windward

Lat 31.40 Lon 122.08 Wednesday Dec 11th 1889
Begins with light breze from the S.W.
middle and latter part the same
steering by the wind heading from South
to E.S.E.

Lat. 27.50 Lon 123.10 Thursday Dec 12th 1889
Begins with light breze from the S.W.
with fine weath., middle and latter
part the same heading from S to S.W.

Lat 28.20 Lon 125.12 Friday Dec 13th 1889
Begins with light breze from the S.W.
middle and latter part the same with
fine weather working to the windward

Lat 27.30 Lon 126.00 Saturday Dec 14th 1889
Begins with light breze from the W. to
West. middle and latter part wind from-
thy S.W. with squalls steering from
Sby E. to S.S.W.

Lat 25.35 Lon 126.05 Sunday Dec 15th 1889
Begins with light W & wind with
fair weather and continues so the
entire day steering S.S.W.

Lat 24.25 Lon 126.50 Monday Dec 16th 1889
Light, V.B. wind with fine weather
throughout the entire day.

Tuesday Dec 17th 1889
Begins with light W.S.W. wind with
cloudy weather steering from S.W.
to S.S.W. and latter part
the same

Lat 23.30 Lon 128.00 W. Tuesday Dec 18th 1889
Begins with a light breze from the
W.S.W. with clear weather middle and
latter part squally.

Remarks made on board H.M.S. Comus

Lat 20.53. Lon 132.30 Thursday Dec 19th 1889
Begins with strong winds from the
with squally weather Middle and
latter part the same

Lat 17.59. Lon 134.50 Friday Dec 20th
Begins with strong breeze from
the E. with squally weather and
and latter part the same

Lat 17.[illegible] Lon [illegible] Saturday " 21st
Begins with strong and squally winds
and rainy weather [illegible]
part the same steering W by S.

Lat 17.06 Lon 148.05 Sunday " 22nd 1889
Begins with fresh breze from the
E with squally weather middle
and latter part the same steering
W by S.

Lat 18.56 Lon 146.40 Monday " 23rd 1889
Begins with fresh breze from the
E. with clear weather steering W by S.

Lat 18.55 Lon 150.35 Tuesday " 24th 1889
Begins with fresh breze from the E by E.
with squally weather middle and latter
part the same steering W by S.

Lat 18.58 Lon 154.0 Wednesday " 25th
Begins with light breze from the
E. with fine weather middle and
latter part the same steering
W by S

Thursday Dec 26th,

Begins with light breze from the N by E.
with fine weather here we are all
well at daylight raised Hanover
Island distant about 20 miles

middle and latter part cruising off the south side of the Island at dark the Island bearing North distant about 15 miles

Friday Dec 27th 1867
Begins with light breze from the N.E. middle and latter part calm. cruising off the south side of Hawaii. At sundown the Island bearing E by N. distant about 25 miles

Saturday Dec 28th

Begins with light breze from the N.E. at sunrise wind East steering W.S.W. at midday the land bearing E. distant about 40 miles, latter part light breze from the N.E. with fine weather

Lat 18.36. Lon 160.00 Sunday Dec 29th
Begins with light breze from the N.E. with rain squalls, middle and latter part the same steering W by S.

Lat 18.32 Lon 161.45 Monday Dec 30th
Begins with light breze from the N.E. with rainy weather middle part the same, latter part fine weather steering W by N.

Lat 17.41 Lon 164.00 Tuesday Dec 31st 1867
Begins with light breze from the N.E. with fine weather middle and latter part the same steering W by S

W. Tuesday

Lat 17.5 Lon 166 Wind ... Barometer ...
Begins with light breeze from the N. middle and latter part wind from the N.E. with squally weather steering S.W.

Lat 16.51 Lon 170.30 Thursday Jan 2nd
Begins with fresh breze from the N.E. and continues so throughout the day with squalls of rain steering S.W.

Lat 14.20 Lon 172. Friday Jan 3rd 1840
Begins with light N.E. wind with rain and so continues the entire day steering S.W.

Lat 12.26 Lon 173.29 Saturday Jan 4th
Begins with strong breze from the N.E. with heavy weather middle and latter part the same with rain squalls steering S.W. by W 1/2 W.

Lat 11.26 Lon 176.35 Sunday Jan 5th 1840
Begins with fresh breze from the N.E. with squally weather middle and latter part light wind with rain steering S.W. by W 1/2 W.

Lat 10.29 Lon 177.00 Monday Jan 6th
Begins with moderate breze from N.E. with occasional squalls middle and latter part the same steering S.W. by W 1/2 W.
Noon, East Longitude
Lat 9.45 Lon 178.24 Tuesday Jan 7th 1840
Begins with light breze from N.E. with rain middle and latter part the same steering S.W. by W 1/2 W.

Lat 7.21 Lon 176.54 Wednesday Jan 8th 1840
Begins with light breze from N.E. with rain middle and latter part the same steering S.W. by W 1/2 W.

Lat 42 Lon 175 W Friday Jan 11th 1878
Begins with light breeze from N.E. with fine weather Changed Course to Thursday to Friday middle and latter part the same steering W by S.

Lat 39 Lon 171.39 Saturday Jan 12th
Begins with light breeze from N.E. with fine weather middle part squally at 6 P.M. Hove to double reefed Fore sail latter part

Sunday Jan 13th 1878
Begins with fresh breeze from N.E. hove too on the Starboard tack at daylight kept off and made all sail steering W by S. at 2 P.M. raised island bearing N.W. at sundown hove too on the Starboard tack under short sail Island bearing North distant about 7 miles. Latter working off and on.

Lat 7.30 Lon 170.15 Monday Jan 13th
P.M. daylight raised North Island bearing north distant about 12 miles at 7 A.M. kept off steering from S.W. to W.S.W. middle and latter part fresh breeze and squally weather.

Lat 6.30 Lon 168.30 Tuesday Jan 14th 1878
Begins with fresh breeze from N.E. with squally weather first part Lat Lon middle and latter part steering from S.W. by W. to W.S.W. strong breeze with rain squalls

Lat 5.2 Lon 166.15 Wednesday Jan 15th
Begins with fresh breeze from N.E. with rain squalls and latter part the same at 7 A.M. saw a shoal of Black fish and canoes and got one steering from W.S.W. to W by S.

Thursday Jan 16th

Begins with strong breze from the N.E. with clear weather middle and latter part the wind E.N.E with heavy squalls steering from N.E. to N.N.E

Friday Jan 17th

Begins with a strong breze from the N.E. with clear weather at daylight raised Strong's Island bearing N.W. distant at 10 A.M. went on shore with two boats and got some Cocoanuts and other fruit Pigs and chickens at 3 P.M. kept off steering N.N.W. wind light and weather clear latter part the same.

Saturday Jan 18th

Begins with fresh breze from the N.E. with clear weather middle part the same at 3 P.M. raised Wellington Island, bearing West distant about 20 miles at 6 P.M. hove too off the lee side one boat came on board and returned on shore latter part working to the windward under short sail

Sunday Jan 19th

Standing off and on the Wellington island at sundown the island bearing East distant about 5 miles the wind N.E. weather fine.

Monday Jan 20th

Begins with fresh breze and clear weather at 9 A.M. two boats went on shore in the afternoon returned on board with Pigs & Fowls and Fruit at 6 P.M. The Island bearing E.S.E. distant about 6 miles.

Friday Horace Hodgkins [illegible] Yuma
[illegible] with heavy rain [illegible] the same
at 7 P.M. raised Pomaine [illegible]
[illegible] [illegible] at 10 P.M. took
pilot at 11 P.M. anchored in middle
harbor, at noon sent assistant to
the Sea Breeze who went ashore on the
raft at 4 P.M. returned at about 7 P.M.
The engineer deserted

Wednesday Jan 22nd
Up anchor all hands employed on
various duty. at 5 P.M. the log was
brought on board by a whaleboat.

Remarks made on bord. U.S. Wm Bayliss

Sunday Thur Jan 23 1890
This day being with lite air from E.S.E. and at 4 P.M. the capt of the ship John Callaghan

Sund Jan 24 1890
This day being with calm and mr James is mate mr Leger is seten mate mr Lake is third mate mr low forth mate.

Sund Jan 25 1890
This day begins with lite air from E.S.E. all hands imployed on ship duty

Sund Jan 26 1890
This day being with lite air from E.S.E. and at 4 P.M. all hands imployed on ship duty

Mon Jan 27 1890
This being with lite air from E.S.E. all hands imployed on ship duty

Tuesday Jan 28 1890
This being with lite air from the E.S.E. and at four P.M. raining and squally and so ends discerted William Brislin from A.B. Shannon

Tuesday Jan 28 1890
This day being with rain and strong breez from E.S.E. and at two oclock P.M. clead off

Thursday Jan 30 1890
This day being with lite air from E.S.E. all hands imployed on ship duty

Jan Friday 31 1890
This being with lite air from the E.S.E. all hands imployed on ship duty

Feb Saturday 1 1890
This day begins with lite breez from the E.S.E.

Feb sunday 2 1890
all hands bord and some part of the nite to mun discerted

Monday Febery 3 Sailed From 1890
Shelton with Fine mether steering
in case the land on the port tack
with the wind to N N E and ship a boatser
bie the name ~~Everard~~ day Sweeney and a
nother man four the most lend spoling
and John rigol is acting as fifth mate

Tusday Febery 4 1890
Fine weather beting up to new-
west harber at shelton and a boat
came of and heading way from the
land on the stard tack with the
with the wind N E
under shot sail

Wensday Febery 5 1890
off new west at daylight and the
sid board a boat and the Captain
went ashore and tried to get some-
but did not get any and came off
for sifan and steering N b W wind N E
all sail set

Thirsday Febery 6 1890
Fine mether wind from N E steering
new west bie west all hands imployed
on ship duty and all sail set

Friday Febery 7 1890
Fine mether N E A M steering N W b W
and P M N W b W duty Repairing boats
all sail set

Lat 12.47 L 149 57 Saday Febery 8 1890
With Fine Mether Wind N E steering
N W b W and later Part of the day
raing Raping boats

Lat 14.4 Lon 148.3 Sunday Feb 9 1890
begin with rain and later part of
the same day clear steer N W b W
Wind from the E N E

Remarks Made on Board H.B.M.S. Boyle

Lat 14.53 Feb Monday 10
This day begins with Fine weather and ends raised sipan 3 P.M. Set W.S.W. and steering W.N.W. after raised the land mind from N.E. b N.

Feb Tuesday 11 1890
anker at sipan 6 A.M. all hands employed on ship duty and got 4 steel boats loads of wood and the charles dobbing mogon spoke us yesty after we anker and so ends this day

Feb Wensday 12 1890
boating of wood and watter and finished all of our wood Tanks A.M. and finished of watering P.M.

Feb Thursday 13 1890
all hands employed as ship duty laying at anker at sipan

Feb Friday 14 1890
Sailed from sipan with the mind N.E. b E. steering N.N.W. all sail set

Feb saturday 15 1890
This day begins with rain and squally and mind N.E. b E. steering N.W. b W. and found one man stoaway dead of us

Feb sonday 16 1890
Lat 20.21 This day begins with Light weather and so ends steering N. b W. mind from E.S.E.

Feb Monday 17 1890
This day begins rain and squally strong brees S.E. steering N. and at 4 P.M. calm of and the mind shifted to N. and the ship heading N.N.W. on the mind starboard tack

Lat 23.42 Feb Tuesday 18 1890
This day begins with good weather and so ends mind from N.N.W. to S.W. heading N.E. but on the starb tack

Horace Wentworth Wasta

Feb Wensday 19 1890

This day begin with light breze from the W by N heading dead W by N and at one had in to A M hurdle E

Feb Thursday 20 1890

This day beging with the wind from the west steering W by N and at four PM wind chgd into the W by N heading W by E weather squelley under short sail

Feb friday 21 1890

This day beging with strong breas from W by N W heading W and at 8 A M wore ship and stod to S W and so ends

Feb saturday 22 1890

This day beging with strong breas from N by E steering N W by W and at eight A M kep her of to W by N wind morated a litle raised land at five P M baring W b S distance about thirty fide miles

Lat 26.2 Lon 142.11

Feb sunday 23 1890

This beging with lite air from N E steering N W by W and at one P M kep her of to N W by W and at five raised land baring N E b E heading east b S

Feb monday 24 1890

This day beging with strong breas from N W by W anker at seven island one P M and at five P M bibring agail from S W both ankers down

Feb Tuesday 25 1890

This day beging with strong breas from N W by W and all hands imployed getting water and so ends this day

Feb wensday 26 1890

This day beging with lite air from N all hands getting water and so ends

Feb Thursday 27 1890

all hands geting water

Feb friday 28 1890

This day beging with lite air from S W all hand imployed - kep of the

Remark Made On Board .B.k.W.m Hayden
March Feb 1 Saturday 1890
One watch ashoer on liberty and the
rest of the men imployed on ship duty
Sunday March 2 1890
the Starbd watch came on board at
seven A M and the port watch went
ashoer on liberty
Monday March 3 1890
at seven A M the port watch came on
bord and the Starb watch went ashoer
Tuesday March 4 1890
the 4th watch came on bord and port
watch went ashore and the rest of
the men taring down and during the
night one boat tore and to pieces the
clear away boat and
Thursday March 5 1890
and the watch came on bord and then
we clayed away to boats to look for
the boat and we found her about seven
miles around the island and we got
to the ship at seven A M with the boat
and finished taring down
March Thursday 6 1890
Lite air from W.W.W. all hands
imployed on ship duty
March Friday 7 1890
Lite air as usel from W.W. all
hands imployed on ship duty
March Saturday 8 1890
strong breas from S.W. squelly
all day washed ship

March Sunday 9 1890
lite air from W. to all hands ex-
cept at meals this day
March Monday 10 1890
commenced to paint ship and
come on to rain and so we dirt finish
March Tuesday 11 1890
all hands to work tailing ship
and finished tairs P.M. to on and
we sailed

Horace Montras Master

[illegible] March Wensda, 12 1890
This day laying [illegible] and [illegible]
and mixed [illegible] and [illegible]
[illegible] March Thursda, 13 1890
[illegible] air from [illegible] laying [illegible]

[illegible] March Friday, 14 1890
[illegible] air from [illegible] laying [illegible]
and at 6 PM to boilers and [illegible]
went on shore and they diverted
Gaynor. visel Henry March saturday, 15 1890
Like air from S E laying bots
diverted Will low Charles Sims

March sunday, 16 1890
like air from S E all hands aboard
all hands imployed on ship duty

March Monday, 17 1890
paintion work like air from S W

March Tusda, 18 1890
still laying at boilers visel

March Wensda, 19 1890
still laying at boilers visel

March Thursday, 20 1890
still laying at boiler visel

March Friday, 21 1890
still laying at boil island

March sat 22 1890
all hands imployed on ship duty

March sunday, 23
all hands on board as used

March Monday, 24 1890
day at boiler island yet and miller
Master has left the ship

March Tus 25 1890
brot them back and then he went
ashore ain

Remark Made On Board H.B.M.S. Dido
March Monday 26 1890
the crew on board and Ship Empty
four men Received from Egypt

March Tuesday 27 1890
when moored strong breeze and squally
heavy rain
March Friday 28 1890
the Captain in harbour and the
seton mate ill

March Sat 29 1890
lite air from S.W. broke out
water and the captain is not
very well

March Sunday 30 1890
wind as same as usil S.W.
very lite air

March Monday 31 1890
Laying here from N.E. squally lite
wind Master Carter James. C. Sailmers

April Tues 1 1890
still laying at boom island
lite air from S.W.

April Wen 2 1890
weather squally wind from
N.E. and E.. Gaynor came on board again

April Thurs 3 1890.
weather squally wind from
N.E.

April Frid 4 1890
very strong breas N.E. and at
P.M. wind shall to N.E.

April Sat 5 1890
very strong breas from N.E.

April Sun 6 1890
very strong breas from N.E. and
N to P.M. raing and wind shall to

April Mon 7 1890
this day being with strong breas from
N.E. the hands employed onere Hole

April Tues 8 1890
this day being with lite air from E.
hands employed onere Hole

Horace Mountrass Master

April men 9

fine weather laying at bonen island
April Tuesday 10
this day being with rain all day
April Wed 11 1880
very lite air from WS still at bonen
April sat 12 1880
this day being with rain all day
April sun 13 1880
this day being with squall all day
April mon 1418
ready for sea April Tus 15 1880
ready for sea but the wind very lite
bonen island April Wen 16 1880
took our anker for sea wind E by S
steering S E lite airlest six of our men in bonen
April Thursday 17 1880
very lite air from S S E steering S E
wind staid and rose off topsail brases

April Friday 18 1880
this day begins with very lite air from
W S W steering S E half S

April sat 19 1880
fine weathe very lite air from S W
steering S E by S put up the croust
nest and served out clothes to all

April sun 20 1880
this day dine with fine weather
wind from E by S steering S E by S
at six P M took in three boats

April Mon 21 1881
this begins good breas from S W at
ten A M wind hall to E heading to
S E April 16 fast clan sulley for sea and
April 21 took in all the stors and
hands imployed on nedres Jobs

April Tus 22 1880
this day begins rain all day wind
from E by S steering S E by S hands
employed at nedres Jobs

Remarks Made On Board U.S.S. Yorktown
[illegible] 23 [illegible]
This day ending with fresh breezes
and pleasant weather Ships Head
to E Standing N.E. by E on the wind

April Thurs 24 1890
Lat 37.7 Thick fog wind from S.E.
Lon 151 Steering S.E. by E with quite a breeze
hands employed on usual jobs
Lat 40 Lon 153 April Frid 25 1890
This day begins with strong breezes
from S.W. and at one P.M. the wind
S.W. blowing a good breeze hands
employed on usual jobs
Lat 42.46 Lon 155.57 April Sat 26 1890
This day being with strong breezes from
S.W. Steering S.E. by E and by E
Steering S.E. by E. and E.S.E. half S.E.
Lat 45.7 Lon 154.35 April Sun 27 1890
This day, being with strong breezes
from W.S.W. Steering S.E. by E.
Lat 47.29 April Mon 28 1890
This day begins with wind from
South East Ships Head S.E. by E
Steering S.E. by E strong running
under bare top sails
April Tues 29 1890
This day begins with strong breezes from
S.S.W. Steering S.E. by E. and
E. by S. and at one P.M. Wind chan-
ged to S.W. and thick and snowy
all day steering S.E. by E

April Wen 30 1890
This day begins with strong breezes
from S.W. and at four P.M. hauled
to the wind on the starboard tack
on variable jobs
Lat 34.25 Lon Thur May 1 1890
This day begins with light breezes
from S.W. to W.S.W. steering S.S.E. and at
one P.M. hauled to S.E. heads employed
on the usual deck hands employed
on variable jobs

Horace Hamlin Master

[illegible] 2 1891

[illegible] and at Town A 116 class of / third-
[illegible] on varied [illegible]

Sat May 3 1890

this day begin with mod from S
ering SS E & E very little breez
just out two boats and refining and

[illegible] 4 1890

[illegible] A [illegible]
[illegible] of the [illegible]

Mon May 5 1890

this day being with wind from
SSE & E heading SS W & W with very
clear hands imployed on ship duty

Tues May 6 1890

this day begins with strong breas fro
SSE & W part of the day more
or less A M clear off & stand
under on the port tack

[illegible] 7 1890

This day begin [illegible]
[illegible] of the day

Yet 10.1

[illegible] 8 1890

this day begins with snow and [illegible]
[illegible] calm hands imployed wares
[illegible]

[illegible] 9 1890

[illegible]
[illegible]
[illegible]

Sat

[illegible]
[illegible]
[illegible]

Remarks Made On Board U.S.R.M. Wm Bayliss

Horace Mr. Iron Master

[illegible]

Thu May 19 1898

This day being with strong Gales from N N E and working to North along the ice and send ships in site to windard and put back to harbour at six P M Sounds employed as before

Fri May 20 1898

This day being with little air from N N E working to north send ships in sight land in sight to east and sons employed as before

Sat May 21 1898

This day being with fresh breez from N N W working to northerd and eastard and send ship in sight ice in site to N W

Thur May 22 1898

This day being with little breez from N N E and working to norther and westerd threw strips of ice and send sails in sit

Frid May 23 1898

This day being with strong breez from N N E and lay in Hole in the ice and send ships in the same Hole and spoke bark all yar bark crew

Sat May 24 1898

This day being with from N N W and at three P M wind shall shall to S W and lay in Hole in the ice eight sails in the same hole and spoke bark sea brers hands imploy ship duty

Sun May 25 1898

This beinging with clear weather from E. come out of the hole in the ice at seven A M and steering S W untill one P M and then it come in thick fog and raised ice again and the shove from the stard track

Remarks Made On Board U.S.R.W. Bayliss

Mon May 26 1890

This day being with wind from E thick fog and at seven A.M. cast off and set out of the west along the ice and at five P.M. hauled up to the wind on the starboard tack and four sails in site hand employed on various jobs

Tues May 27 1890

This day being with clear weather wind from N.E.b.E working to north and saw Larrance island in site bearing S and being inland in site E.S.E and at six P.M. wind fell to a calm and set sail to the wind and stood in shore

Wen May 28 1890

This day being with fine fog wind from N.N.W working to the south and at three P.M. cleared off and saw several dimeseles bearing off to sails in site and ice all long to the westerd of us

Thurs May 29 1890

This day being with very little air from N.E and at five P.M. calm and saw several sailing vessels in site and some steamers in site and some natives come on bord from dimeseds and dimeead being about ten miles off

Friday May 30 1890

This day being with calm and at 4 P.M. very little air from N.N.E heading east on the starboard tack wind inland and east cape and number of sails in site and steamers

Sat May 31 1890

This day being with clear weather wind from N. clearing C. Rodney the site and at four P.M. saw and spoke with Japanese sailers and stood to on the N.E for the and saw sail ship in site and saw steamers in site and dimeads in site bearing E and so ends this day

Horace Montrass Master

June Sun 1 1890

This day being with wind from N and laying aback along the ice this fog angl at one kept of and steer south east along the ice and fine ship in site and at three P M the selon mate died and he was taken sick on mon may the 19 and he had pallelet shock and so end this day

Mon June 2 1890

This day being clear weather wind from E stering north along the ice and at seven A M buried the selon mate and seuel sails in site and king island in site baring east dist employed mares ships

Tue June 3 1891

This day being with thick fog and at three P M clead of wind from working to north along the ice and seuel steners and sailing ships in site and dimeads in site baring W W distence ten miles

Wen. June 4 1891

This being with clear wether wind from W W and stear S E along the ice and dimeady baring W W distance about eight miles and seuel ships chasing mails

Thur June 5 1890

This day being with clear weather wind from W W stering S E along the ice and at ninet P M hall aback at king island and some natives come on bord and kept of again and spoke bark Jane allen and bark allen mar lat 69.50. Lon 165.20

Frid Jun 6 1890

This day begins with clear weather wind from W W stering E S along the ice and at four P M spoke bark allen mar and thick fog at that time

Remarks Made On Board H. B. M. Wm Baylis

Lat 62.5 S

Sat June 6 1891

This day being with thick fog and
from W and steering S S W saw several
scarted ice and also saw a bark standing
all sail and employed on same course as
ourselves

Sun June 8 1890

This day begging with clear
and wind from S by W steering W
half W and sent lowered
a boat on ice to bring off and
seals on ice and later being foggy.

Mon June 9 1890

This day being with fresh breez from
W by S and being foggy sent boat
aboard seven seals and at
PM sports sank reindeer of fifteen
dry and saved ship in ice

Tues June 10 1890

This day being with strong breez
from W by S under lower topsails
and storm staisls and stood
mid of at fifteen dry and
ships anchored at plutar bay and under way

Wen June 11 1890

This day being with strong breez
from W working to W along the
land and at three PM wind
died out altible and moored all
sail saved ships in ice

Thur June 12 1890

This day being with wither thick
fog with wind from W W with
fresh breeze and laying to anchor
at singer point and saved ships
laying at point to

Frid June 13 1890

This day being with wind from W
and thick weather and laying to anchor
at singer point and moored ship

Sat June 14 1890

This day begging with thick fog wind
from W and laying to anchor at
singer point and saved ships to

Horice Montross Master

Sun June 15 1890

this day being with wind from N and thick fog like air laying to anker at ringen point

Mon June 16 1890

this day being wind from N and thick fog lay to anker at ringen pint Hands imployed on jobs

Tue June 17 1890

this day being thick fog wind from N pt and at nine AM logged for a mail but did not see him after noon and at five PM clear off and at seven got under way and work to

Wed June 18 1890

this day begging with thick fog and at ten AM clear off wind from N E. and at 12 PM wind died away and working to north and east Lorance bay in site SSW distance about twenty miles sevel sails in site

Thur June 19 1890

this day being with clear and wind SSW PM off east Lorance bay at sev AM and some natives came on bord and at five PM thick fog stand in lose the land on the starboard head

Frid June 20 1890

this day being with fog and clear by spells and at four PM off big dimead and some natives came on bord and wind from N and bering N E distance about 12 miles by sketch to

Sat June 21 1890

this day being with wind from N with thick fog and being off dimeads at nine AM wind at five PM hazy with head steering first all mail up and clear by spells

Sun June 22 1890

this day being with wind from N and thick fog and at seven AM clear off and being inland in site to run to

Remarks Made On Board H.B.M. Bayliss

Mon June 23 1890

This day being with wind from
variable King inland at 4 PM and
up Cape Island station - PM and at
PM Cape and Cape

Tues June 24 1890

This day being with wind from
SW and at seven AM being at
Cape Cornice bay and at one PM
up on the port tack under low
sail and storm staile and con-
fresh breas one sail in site

Wed June 25 1890

This day being with clear weather
and strong breas from SW and
laying to under storm sail on Star-
tack SW wind at fore PM more fair
laying to port tack land in site nearest

Thur June 26 1890

This day being with fresh breas from
SW and being off cape york at Cor-
SW Mary and tomes two on the
star tack and land in site nearest
and to sails in site and a steamer

Frid June 27 1890

This day being with wind from SW
and snow squalls and steading W.
on the port tack and east cape in
site bearing W and to sail in site

Sat June 28 1890

This day being with wind from W
ahead SW and come to heavy ice and
at seven PM tack ship and stood E
Round the ice and at three PM wind
hall to SW and steering W to W steamer in site

Sun June 29 1890

this day being with clear wind from
SW steering W to W and at four PM
anchored at first chop and ice to with
of us rigt one steamer in site
to north of us and at seven PM
took up anchor and ship stood to the
and saw boats of natives come of

Horice Monroe Foster

Mon July 1 1889

this day being mild from S E and thick fog and at 4 PM and three more ships entered the bay and later part of the day

Tue July 2 1889

this day being with mild from S E. and took our anker at 4 PM hoped to A M and at eight PM anker again and sent all ashore to cut a cape timber about 12 inch.

Wed July 3 1889

This day being with mild south and clear weather and at four P M calm and all hands imployed geting water and got off a raft and four sails in site

Thur July 4 1889

this day being with calm and at seven A M imployed get water and at four P M a little air from W W and got under way and steed E along the land and 10 sail in site and ice in site of shore

Frid July 4 1889

this day being with calm and at 4 P M a little air from S W and took our anker and shifted down to the coal minds and anker at five P M and sent a watch ashore after coal

Sat July 5 1889

This day being with mind from S E and clear staying to anker at the coal mind and hands imployed in geting coal

Sun July 6 1889

this day being with mind from S and laying at the coal minds and at five P M drop the stern anker stronger

Mon July 7 1889

this day being with mind S W and at 4 PM this legend got up the board of coal and anker at the

Tue July 8 1889

this day being with mind S W hands imployed coaling and at 4 PM ice and

Remarks Made On Board S.S. H.M. Bark

[illegible]

This day being with wind from [illegible]
and we kept all the case under [illegible]
employed in getting case

Thurs July 11 1895

This day being with wind from [illegible]
Steam and Sail and employed in getting
case and other articles on board

Fri July 12 1895

This day being with strong breez from
Sand lay at the coal wind and
Received of articles lay Near it

Sat July 13 1895

This day being with strong breez from
Sand lay at the coal wind and
Received of articles lay Near it

Sun July 13 1895

This day being with wind from S and
blows hard and drop our seton anker
at 4 Oclock PM and a number of ships laying
at the coal wind

Mon July 14 1895

This day being with strong breez from
laying at the coal wind with both
anchers down and at 6 oclock PM wind
being out again and at one PM got
under way steaming [illegible] the coal dock

Tues July 15 1895

This day being with wind from S E
and hazy by spells and at each time
work the flint shape three ships in sail

Wen July 16 1895

This day being with dead calm and
employed at flint shape at five A Wand
got our provisions from the Storm shape
and water Received by the Storm shape

Thurs July 17 1895

This day being with wind from
S E by S and got under way at
two PM and steering [illegible]

Fri July 18 1895

Strong breez from S E by E and
and two PM being from dark heavy

Whom Monitor Master

Sat July 19 1890

this day being with wind from S.W. and thick fog and heaving to W.P. on the stbd tack to ar to sails & stand

Sun July 20 1890

this day being with strong breez from S.W. and steering N.E. at six P.M. anker about six miles from shoer number of ships anker to

Mon July 21 1890

this day being with little air from and daying to anker and at three P.M. got under way steering along the land and sevel ships in site

Tus July 22 1890

this day being with very little air from E. and took our anker at six A.M. and steering along the land Janker again at three P.M. sevel sails in site and ice long the land

Wen July 23 1890

this day being with strong breez from S.W. and stand in and of from the land at wainwright inlet and sevel sails in site doing the same

Thur July 24 1890

this day being with calm and at one P.M. litt air from S.E. and got ander way and steering to south and sevel along the land and at three P.M. a great distance from land one mile and half and sevel ships in site

Frid July 25 1890

this day being with strong breez from S.W. thick fog and laying to anker between sex floes and fiht bilgs and ice first west of us and at three P.M. Wding out clear by spells

Sat July 26 1890

this day being with thick fog strong breez from S.E. and at leaven A.M. wind shift to S.W. ice in site left distance abot four miles of

Remarks On Board Bark 43. K. [illegible]

Sun July 27 1890

This day begins with fresh breezes and clear and at seven A M sighted land bearing S E and clear and about from the land came on board of us at five A M ice in sight to W of us several ships in sight

Mon July 28 1890

This day begins with fresh breezes S W clear and foggy by spells several ships in sight to anker and spoke schooner rosaroat four P M and she bound east we still lay to anker between point Pelgon and sea horses

Tue July 29 1890

This day being strong breezes from S W & and drop our port anker mon night at seven P M and hove it up seven A M and wind dying out fast and the ice in sight to W of us distance about four miles still anker between point Pelgon and sea horses distance from land three quaters of mile several ships in sight anker.

Wen July 30 1890

This day being with light airs W & S. and at seven A M got under way and steered S W through the land being smile off

Tohur July 31 1890

This day being with wind from E & S and got under way seven A M heading south and at five P M anker again of sure right three fifth of a mile bearing E distance three quaters mile

Frid aug 1 1890

This day being with gail of wind from S W and got ship us steering at three A M and stod of shore on the S W tack for by spells and at five P M more ship and we having heading S E one ship in sight to wind of us and land in sight to E of us distance one mile

Horace . Wontrans Master

Sat. Aug 2 1890

this day being with wheather clear and wind from S.S.W and anker at west end of sea horses fine A.M three ships in sight and later part calm noon

Sun Aug 3 1890

this day being with wather clear and by spells lay to anker to N of seahorse fresh breze from W and put the recorganker on the stark bow in the place of worank we slip four ship lay to anker there

Mon Aug 4 1890

this day being with wind from S.W raing by spells laying to ankers to N of seahorse and seval ships lay here to.

Tus Aug 5 1890

this day begging with frish breze from S.S.W and thick raing at fine P.M wind dieing out and got anker from the abram barker waing about eleven hundred pounds put it on starbow and seval ships in site to anker

Wen Aug 6 1890

this day being with wind from S.W.E. and got under way at seven A.M and steer S.S.W along the land and at three P.M of wrunright inlet looking for the anker we sip but could not find it and six steering W.S.W and seid to ships in site

Lat 71.35 Lon 165

Thur aug 7 1890

this day being with wind S.W.E and steer W.S.W along the ice and ice to W of us mostly ships on this side of

Lat 70.13

Frid aug 8 1890

this day being with like air from W and at eight A.M broke short off ice in site steering from S.W to W.S.W and passed thick ice

Lat 69.7

Sat aug 9

this day being with wither thick and rainy wind from W. Steering W on start tack and at four P.M clear from ice to ships in site steering

Lat 68.55 Lon 166.51

Thursday aug 19 1897

This day being with wind from ESE and day hazy. Kirkenes, Cooper Island and tanglet Point and fleet twice on course and distance from land one mile and a

Wednesday aug 20

This day being under way working along the land with wind from E. Gone ship in site and starting for Wolf Volcano and anker at Kirkenes and four ships together to

Thursday aug 21

This day being with strong breas from E. to anker between Actor Island and Kirkenes and four ships in site to anker one mile

Friday aug 22

This day being with wind from E and by S to anker to eastward of Kirkenes and five ships in site to

Saturday aug 23

This day being with wind from E going to anker to eastward of Kirkenes in site with Wolf Volcano in bearings for ships in site

Sunday aug 24

This day being with light airs from E. Kirkenes clear and four ships in site

Monday aug 25 1897

This day being with wind from E and weather clear going to anker to eastward of Kirkenes and five ships in site

Thurs Sept 4 1890
this day being with wind from S.E.
and working to east along the ice
and several ships in sight steaming
Lat 70..39
Fri Sept 5 1890
this day keeping with lite air from E..
and light part of the day wind
S.W. S. and head N.E. and ice in sight
to S.W. and several ships in sight
Sat Sept 6 1890
this day being with wind from S.E.
and snowy squalls and heading
Lat 70..39 on the starb tack a number ships in sight
Sun Sept 7 1890
this day being with wind from S.E. and
snow squalls and working to east along the
ice and several ships in sight work same
Mon Sept 8 1890
this day being with wind from S.E.
and work to east along the ice and
snow squalls and a number of ships in
sight and spoke bark H.. L.. Fallmouth
and b.k. Wonder of St. J.
Lat 71..21
Tus Sept 9 1890
this day being with lite air from S.E.
and heading east and at 4 P.M. tack
ship and heading S.W. and ice in sight
to S.W. and number of ships in sight
Lat 71..28
Wen Sept 10 1890
this day being with lite air from S.E.
and snow squalls and spoke bark H..F..
and work to N. and a number of ships in
sight and hauled out for open channels..
Lat 71..31
Thurs Sept 11 1890
this day being with wind from S. and
work to northward in sight to north
and number of ships in sight.
Lat 71..12
Frid Sept 12 1890
this day being with lite air from
and after part strong gales and
work to east along the ice in company
with several ships

Remarks Made On Board U.S. Rev. Cutter Bayles

Sat Sept 13 1890

Thursday being with wind from W and blowing W along the ice and the weather cloudy and level ship in the ice

Sun Sept 14 1890

this day being with light air from S W and head to the N and W and ice in sight to northward and west ship in sight west of the anchoring mark

Mon Sept 15 1890

this day being with wind from S and at four P.M. wind shall to W.N.W. and being thick snow storm ice in sight to the westward of us and a number of ships in sight and work to W and at six P.M. passed two sail and did not get any going to windward

Sat 91..49 Lon 169..06

Tues Sept 16 18

this day beginning with wind from S.W. and thick fog all the round heaving to and at seven A.M. wind hauled to N.W. and clear by spells and ice in sight to the S. of us and not three ships in sight

Wed Sept 17 1890

this day being with weather clear and light breeze from S and S.E. and heaving to the westward with sail and working to the eastward and holding all E and heaving to and not holding up

Lat 91..05

Thur Sept 18 1890

this day being with wind from N and at four P.M. wind shall to N.E. and fresh breeze clear and ice in sight to the S.W. of us and steering to the westward and ship in sight to the westward and being off the Seal Shoals and P.

Frid Sept 19 1890

this day being with weather thick and snow and sleet from E.N.E. and heaving to the westward with sail and working to the eastward and holding all E and heaving to and not holding up and ice and not ship in sight

Vessel Monitor Master

Lat 72..07 Sat Sept 20 1890

this day being with strong breezes from E and working to W E also ice under short sail and one ship in site and one biling

Lat 72..16 Lon Sun Sept 21 1890

this day being with strong breezes from W and thick by spells and working to E. three P M spoke to the wonder and scarted ice in site and nomber of ships in site and during the nite of the twenty first at twenty minits to 4 oclock A M James allen son in law and smashed our starb boat and other davits and we being on the starb tack by the wind under low sail to passil storm struck

Lon Sept 22 1890

this day being with strong breezes from E and weather thick working to W E and ice in site to W gusts and nomber of ships in site spoke to H. J. allen

Lon Sept 23 1890

this day being with strong breezes from W W E. and weather snowy with squalls and heading to north and west and later part the day heading E and nomber of ships in site

Lat 71..19 Lon 172 Wen Sept 24 1890

this day being with strong breezes from W W E and weather thick and heavy and to sails in site

Thur Sept 25, 1890

this day being with wind from E and hard gale for sails the W B boat struck to him along side at six P M and finish coaling at twelve at nite

Lat 71..00 Frid Sept 26 1890

this day being with wind from E and hard gale for sails at seven A M and the last boat struck S B and finish coaling at seven P M

Remarks Made On Board U.S.W.C. Bayliss

Sat Sept 27 1890
Lat 70..58 Lon 170..33.
This day laying with yards braced sharp up
by light breezes and changing with the wind
from S.E. to S.W. and calm at midnight
Lat 71..35 Lon 172..02 Sun Sept 28 1890
This day laying with light breezes from S.W.
to N.E. at 8 A.M. wind hauled to N.W.
by day calm and came on board at 4 P.M.
N.W. wind sprung up from S.E. & S and
blew against and chased till night and
remained [illegible] to ship in sight

Mon Sept 29 1890
This day begining with snow and [illegible]
by variable and the first part light
N.W. breeze and clear with the
wind from S.E. & S. and eight ships in sight

Lat 70..58 Lon 171..02 Tues Sept 30 1890
This day begind with wind from S.W.
and weather clear and [illegible] fair with
light N.W. and chased till 4 P.M.
by N. and a number of ships in sight

Lat 71..02 Lon 170..00 Wed Octob 1 1890
This day begging with strong breeze from
N.W. and [illegible] fair with eight ships in
sight the last boat struck adrift
and took [illegible] sight of N.W. and
finish cooling at one at night and
blowing strong and chased ships in sight

Lat 71..02 Thur Octob 2 1890
This day being with strong breez from
N.W. and first part of the day [illegible]
N.W. and later part heaving to
and a number of ships in sight

Frid Octob 3 1890
This day being with like breez from
N.W. and first part of the day
[illegible] and [illegible] heaving
heaving guards and [illegible] [illegible]
[illegible] and [illegible] boats and
[illegible] of ships in sight

Horace Montrau Wotter

Sat Octob 4 1890

this day being fair with wind from
W & W by W and thick snow storm and
at sunset A M kept off E & E and for
the remainder of the first part of the day W Wand for
part the last of this day and so
Lat 40.. 41..

Sun Octob 5 1890

this day being with wind from W by W
and W N W the heavy gale of first part
of the day heaving off E & E later part
heaving off E and so for the rest of this day
and sent ships in sight

Mon Octob 6th 1890

this day being with strong gale from
W & W by W and thick snow storm and
at sunset A M kept off E & E and for
the remainder of the night the same
sail at five P M left to on the starb tack
under close topsails and storm staisls

Tues Octob 7th 1890

this day being with wind from S & W by W
and heavy E & E on the starb tack at
sunset A M carried in sight bearing
E and thick snow storm at night at
midnight A M tack ship heading N & E
part the rest heading E & E starb tack

Wed Octob 8th 1890

this day being with wind from W & W
at daylight carried in sight bearing
E by S distance about thirty miles and
first and later part this day and snow
storm E & E all sail set and at five
P M took in lite sails

Thur Octob 9th 1890

this day being with wind from W & W
and thick by spells and at one P M
thick snow storm steering E & E
one ship in sight at five P M rain and
dimend bearing N E distance
about quarter mile and at sunset
at light airs and calm steering E & E
and so for the night with starb tack and
sent boat

Remarks Made On Board B.R.W.Co Bayliss

Frid Octob 10 1890

This day being with strong breas from
W.S.W. Shifted to W.N.W steering
Sand at Ten A.M. sent
Carpenter and Band leaving S.S Enrod
Light ice afore noon Middle part P.M.
Cleaning Ship Shifted hands.
Employed on usual Jobs

Sat Octob 11 1890

This day being with strong breas
from W.N.W steering Sand at Ten A.M
Steering S.S.E. at four P.M wind shall
to W.S.W strong breas and weather thick
Employed on usual Jobs

Sun Octob 12 1890

This day being with wind from W.S.W and
steering S.S.E & W and at Ten W calm and
weather clear and laying out Stages

Mon Octob 13 1890

This day being with wind from W and
steering S.S.W at eight A.M rain
heavy and fall steadily leaving
off by Ten and later part of the day wind
shifted to W.N.W steering Sand at Ten A.M
Employed all hands employed laying out
oil and storing down oil

Tus Octob 14 1890

This day being with wind from W and
clear steering S all hands employed
in laying out and storing down oil

Wed Octob 15 1890

This day beginning with light airs
W and at eight A.M wind shifted to W.S.W
and at ten P.M fine with clear
weather steering S.S.E employed laying
out stages, staining Crown rope
Receiving Provisions from Captain

Thurs Octob 16 1890

This day being with wind from W.S.W
W.N.W Steering S.S.E employed
Staining Crown rope and Receiving
Provisions from Captain

Horace Monitors Vessel

Wed Octob 17 1888

this day begging with wind from S.E. and at 4 P.M. heading S.E. by E. on port tack and took in three boat sails in site

Thr Octob 18 1888

this day being with wind from S.E. and strong breas steering E. & E. and hands imployed on mores &c. and a scooler in site

Fri Octob 19 1888

this day begging with wind from S.E. and heading E. & E. at 8 P.M. calm and sail in site

Sat 49.33. Lon 152.00

Sun Octob 20 1888

this day being with wind from S.E. and strong breas steering E. by E. and hands imployed on mores &c.

Mon Octob 22 1888

this day being with wind from W.S.W. and clear steering E. by S. hands imployed on ship duty

Tue Octob 23 1888

this day begging with wind from W.S.W. and clear and at 8 P.M. calm and at four P.M. heading E. by S. by the wind

Wed Octob 24 1888

this day begging with rain and wind from W.S.W. and steering E. by S. wind at eight A.M. ship chard to N.E. by E. and clear hands imployed scraping mores

Sat 41.19 Lon 142.17

Thr Octob 25 1888

this day begging with wind from W.S.W. and at eight A.M. wind chard to S.E. and at four P.M. clear steering E. hands imployed scraping mores finished at three P.M.

Journal of Bark Wilson, Bayles Master
Sailed from Sanfrancisco Nov 22nd 1850
on a whaling Cruis of Kodiac & the
Artic Ocean B. D. Cleveland Master

Saturday Nov 22nd
At 9.30 A.M. got all hands On Board
took Our Anchor & the Ship Sailed
as in Lore at the time Work, & all
the Ship Boat left us made A
sail Steering S. By W. with Light
Westerly wind Chased Boats Crew
& Natives Latter Part Employed
getting Out Boat Gear. Latter
Part very Light wind from the
N. W. Steering S. W. By S. Several
Sails In Sight

Sunday Nov 23rd
This day Fore Part Light airs from
the N. W Steering S. W. Latter Part
wind from the W. Steering by
the Wind On the Starboard Tack
One Sail In Sight

Monday Nov 24th
This day Light wind from the
Westward Steering By the wind
On the Starboard Tack Thick
Fog

Tuesday Nov 25th
This day fore Part Light wind
from N.E. & W. Steering S.W. By
S. Employed filling the Casks
Latter Part wind the Same

Bark William Bowties

Wednesday Nov 26th

Lat — This day Light- Wind from
Long — S.W. Steering S.W. half S.
Emp — Employed Sailing, at dusk Lines
— Furling the Sails

Thursday Nov 27th

Lat — This day Light-Wind from W.
34,07 the Steering S.W. Employed Furling
— the Sails & Taking wood from the
— Pan Hole & Stowing it

Friday Nov 28th

Lat — This day more Part Light
39,14 wind from W.N.W. & Steering
Long — S.W. Mid Part Calm Employed
125,43 — Furling the Sails Latter Part
— Light wind from West

Saturday Nov 29th

Lat — This day more Part Light wind
32,55 from W.N.W. Steering S.W.
Long — Mid & Latter Part Calm
129,35 — Employed furling the Sails

Lat — Sunday Nov 30th
32 34 — This day fore Part very Light
Long — Wind from W.N.W. Steering
125,10 — S.W. Mid & Latter Part Calm

U. S. Coast Guard Cutter Master

Monday Dec 1st
Lat- This day fore Part- Calm Lat Ob-
Part Light wind from the S.
Observation Steering By the mid. on the
Starbord Lock Making the Light-

Tuesday Dec 2nd
Lat- This day fore Part- Calm Lat Ob-
21.15 Part- Fine Breeze from the W.b.S
Long Steering By the mid On the
28.35 Starbord Lock All Sail

Wednesday Dec 3rd
This day fore Part- Strong Breeze
Lat from the S. S.W & Rainy Steering
2 & 26 By the mid On the Starbord Lock
Latter Part- wind from the S. W.
Steering S. W.

Thursday Dec 4th
Lat- This day Strong Breeze from the S.
2.04 Steering S. W. By W. Latter Part-
Long Shot Bow Boat Out & Took In
31.51 the Waist- Boat-

Friday Dec 5th
This day Light- wind from the
N.N.E. Steering S. W. By S.
Employed Repairing the Waist-Boat-

Saturday Dec 6th
Lat- This day Light- wind from the
5.36 N.E. Steering S. W. By W.
Cut out the Waist- Boat & &
Took the Port Bow Boat In &
Put it On the Davit

Bark William Baylis

Lat 24,,30 Long 141,,30

This day Light Airs and Fine Weather, Steering S.W. by W. the Land in sight

Monday Dec 8th

Lat 24,,00 Long 141,,30

This day Moderate Trades Steering S.W. by W. half W. Employed Breaking the Between Deck & Building Lumber Rack

Tuesday Dec 9th

Lat 22,,04 Long 144,,20

This day fine Breeze from the Eastward Steering S.W. by W. One half W. Employed Overhauling Std Sails Latter Part Ditto

Wednesday Dec 10th

This day fore Part Light winds from the N.E. Employed Repairing the Mainsail Latter Part Steering Breeze from the N.E. W. Steering S.W. by W.

Thursday Dec 11th

Lat 21,,41 Long 148,,14

This day Strong Breeze from the N.W. Steering S.W. by W. One half W. Employed Repairing mainsail & Lower Rigging

Friday Dec 12th

This day Strong Gales from the W.N.W. Latter Part Steering W. by S. Close hauled. Employed Repairing the Main Stgsail Staysail

U. S. Steamboat Brooker

Saturday Dec 13th
This day Strong Breezes from the N.E. Steering W. By S. One half S. Made Sick & Bo, Sighted St Islands Of Hayaii Steering S.W. By W. 40 miles & the Island Of Bunei Bearing W. At Sunsetdown Steering S.W. By W. The Lee Point Of Hawaii Bearing S.E. 15 Miles

Sunday Dec 14th
This day Moderate Breezes from the N.E. Steering S.W. By W. One half W. Steering so as to Sight Lat
Long
F. 20
F. 45

Monday Dec 15th
This day Moderate Breezes from the N.E. Steering S.W. One half W. Employed Repairing Lower Topsail, Unbent the Mainsail & Bent the Old One
Lat
14.12
Long
1.54

Tuesday Dec 16th
This day Moderate Breezes Steering S.W. One half W. Employed Repairing the Foresail, Latter Part Unbent the Fore Upper & Lower Topsails & Foresail & Bent the Old Ones
Lat
17.04
Long
6B. 31

Wednesday Dec 17th
This day Strong Breezes Steering S.W. One half W. Employed Coiling whole Lines & Hauling Boats Sail
Lat
Long
6.41

Bark Williwaw Bayties

Thursday Dec 18th

No Observation

This day Light airs from the N.E. & Rainy Latter Part moderate Employed to the S.E. part of the day Steering S.W. & One half W.

Thursday Dec 19th

Lat 13.25 Long 130.35

This day Light airs & Calms Employed getting up Backstays forward

Saturday Dec 20th

Lat 12.14

This day Light Breezes Steering S.W. One half W. Employed Setting up the Rigging & Repairing Sail & flying Sail Ropes

Sunday Dec 21st

Lat 12.18 Long 129.30

This day Light Breezes from the W.S.W. Steering S.W. One half W.

Monday Dec 22nd

Lat 11.20 Long 126.04

This day Moderate Breezes Steering S.W. One half W. Employed Overhauling Lifts & Stay Ropes

Tuesday Dec 23rd

Lat 10.00 Long 124.30

This day Light Breezes from the E.S.E. Steering S.W. One half W. Employed Overhauling Stay Ropes & Lifts

R. D. Cleveland Master

Thursday Dec 25th

Lat- | This day Crossed the Meridian
Lon- | of 180, with Moderate breezes from
 | the N.E. Steering S. W. One half W.
 | Employed On the Rigging Variation
 | Noon Forward

Friday Dec 26th

Lat- | This day Light- breezes Steering
 | S. W. By W. Employed Setting
 | up Braces & Burgen Rigging

Saturday Dec 27th

Lat- | This day Steering Braces from the
 | N. E. Steering S. W. By W. Employed Setting
 | up Main Rigging & Making Sennet
 | Mast-

Sunday Dec 28th

Lat- | This day Moderate Trades from
 | the N.E. Steering W. S. W.

Monday Dec 29th

This day Sighted Pumpcave Island
At- day Light Bearing S. W. By W.
8 Miles Off At eight- Clock A.M.
Raised A Large Sperm Whale &
Lowered for Him Saw him
Once After Lowering, After dinner Lowered
for another One Saw nothing Of him
Afterwards. The Capt & Boats Crew On
Shore, At Sundown Came On Board
with A few Ducks & Chickens, Kept-
Off, S. W. By W. One half W All day

Tuesday Dec 30th

At
Observ
This day Strong Breeze from the N.N.W. Steering N.W. by W. Employed In Turning down Stairs & Buzzen Rigging Set up the Buzzen Topmast Rigging

Wednesday Dec 31st

Lat
5°.10
Long
164°.28
This day fore Part Light Trades Employed Sending Crossrest Aloft Latter Part made new Cover for the Tryworks, Strong Trades Steering W.N.W. One half D

Lat
5°.12
Long
164°.36
Thursday Jan 1st
This day Moderate Trades Steering W. One half D. Employed Sending Repairing the Main Topmast Stays

Friday Jan 2nd
This day Strong Breeze from N.E. by E. Steering W. One half D. Dist. run Strong Trades At day light Bearing W. By S. 20 Miles Latter Part the Capt & Boats Crew On Shore came On Board At Sundown, Stood Off from the Land

Saturday Jan 3rd
This day Stood In to the Island & the Capt went On Shore Sent Off the Boat with Pigs & Bannanes Latter Part Sent In two Boats At Sundown the Capt Come On Board with Boat and Got Coconuts. Hauled Off W.N.W & W. the Island Bearing N.W. by W. At dark 6 Miles Off

Sunday Jan 4th
This day Light winds from N.E.
Thermy 9° By 4 One half P.M. Sound
to Mukil.

Monday Jan 5th
This day Light winds Steering N.
W. By W. 3/4 W. Sighted Mukil
Island at daylight, at Eight O'clock
A.M. the Light house on shore did
not Do. Any Business at Ten O'clock
A.M. came On Board & Kept away
W. By N. for the Island of
Mukil

Tuesday Jan 6th
This day Light winds Steering
W. by N. the Island of Mukil
on Light at daylight at Eight
O'clock A.M. the Light & two Boats
Came On shore & at 2 O'clock P.M.
Came On Board with 500 Cassay to
& 10 Pigs. Made All Sail & Kept
away W. By N.

Wednesday Jan 7th
This day Light winds Steering
W. W. By W. One half W. Took the
first Bow Boat On Board for Repairs
Reinded the two quarter Boats &
Mast Boat Spoke the Schooner
Diana from Penang Bound to the
Island Mukil

Thursday Jan 8th
This day Strong winds Steering W.N.W.
By W. Employed Overhauling Blocks
& Repairing the Port Bow Boat

Friday Dan 9 11/12

Lat 11°30 Long 158°10

This day Strong Trades Steering W.W. By W. Employed Overhauling Block

Saturday Dan 10 11/12

Lat 19°05 Long 150°10

This day Moderate Trades Steering W.W. By W. Employed Overhauling Blocks & Cleaning Decks

Sunday Dan 11 11/12

Lat 15°01 Long 147°07

This day Strong Trades Steering W.W. By W. At three o'clock P.M. Kept Away W.W. & At five o'clock P.M. Sighted the Island of Saypan Bearing W. 40 miles

Monday Dan 12 11/12

This day Moderate Trades At daylight the Island Close By got up the Tables & Got the Anchors Off the Bow. & Kept Off for the Island & At half Past nine o'clock Let go the Anchor In 15 fathoms of water Latter Part getting Ready for Smoking Ship the Kept On there

Tuesday Dan 13 11/12

This day Employed At Anchor Employed Ship Watering Ship Outside & Smoking Ship

Wednesday Dan 14 11/12

This day fine weather Employed In Working Wood Took On Board Big Lt Boats Load

Thursday Jan 15th
This day finished Taking on
Water Part Employed In washing
Ship Inside Ready for Painting

Friday Jan 16th
This day Part Of the Crew on
Shore the Remainder Employed
on Painting Inside

Saturday Jan 17th
This day finished Painting Part Of
Crew On Shore the Remainder
finished Painting

Sunday Jan 18th
This day Employed the Most-
Of the Crew On Shore on a
Run

Monday Jan 19th
This day Two Boats Came Brought
off 4 Bbls Pork Bags Bananas &
2 Barrels Of Sweet Potatoes

Tuesday Jan 20th
This day Light Airs, At 1 O Clock
A.M. Light Squalls weigh Bower
for Pilot Two men Deserted & Swam
Spunking Him Shamocken & Thirty
Hopes Of

Wednesday Jan 21st
This day Sighted the Island Of
Bali At day light Capt Am Shaw
Sent Off Boys Canoes Town &
Schuskens Two men Deserted Pablo
Weeks & Antonio & Boys came Aboard
At Sunrise & Stood Off from the Land

Bark Willewa Boys wooden Bedford

Thursday Jan 21st

Lat 14,14 Long 142,21 This day Light Airs & Clear Wr. P.M. By A. All Sail Took in the Sail Anchor & the Row Boat & Stowed the Chain Below Latter Part Repaired the Boy work & took the Starboard Bow Boat On Deck

Saturday Jan 24th

Lat 15,31 Long 141,43 This day Strong Trades Steering W.N.W. By N. All Sail Employed Repairing the Starboard Bow Boat finished & Got Rat Ft Cut In the Centres

Sunday Jan 25th

This day fore Part Strong trades Steering W.N.W. By N. Latter Part Steering By the wind On the Starbd Tack

Monday Jan 26th

Lat 21,04 This day D. Fine Breeze from the N.E. Steering W.N.W By N Under Reefed & Courses Lit & Spanker

U. S. Revenue Cutter Hunter

Tuesday Jan 27th.

Lat
22" 35'
Long
127" 24

This day Strong Breeze from the N. E, Steering N. W. By. N. P. Employed down Ships duty

Wednesday Jan 28th

Lat
29" 52
Long
125" 46

This day Light winds from the Northward Steering by the wind (on the Starboard Tack) Employed Breaking Out & Stowing the main hold, Fore Out Ships &c. the Mess

Thursday Jan. 29th

Lat
25" 00
Long
132" 40

This day for Part Blowing Strong from the N. N. E. & N. W. By. N. under Topsails & fore Sail & Mainsail Latter Part moderateing All Sail Steering N. W. by W. but. N.

Friday Jan 30th

Lat
27" 00
Long
131" 46

This day for Part moderate Breeze from the S. E. Steering N. W. By N. Latter Part wind from the S. W. Steering W. by N. under the fore Royal & Ripfish Set &c

Saturday Jan 31st

This day Strong Breeze from the N. W. by W. & Cloudy Set Sail the Island of Aho At day light Latter Part Beating through the Passage

Sunday Feb 1st

This day Strong Breeze from the W. Steering By the wind on the Starboard Tack At Sundown the Island of Aho Astern 30 miles Off Several Small Islands in sight to the Northward

William Bayliss New Bedford

Monday Feb 2nd
This day Fore Part Rainy Squalls
Latter Part Blowing & Moderate
Sail from the Shore Gloucester Shore
to On the Starboard Tack

Tuesday Feb 3rd
This day Blowing & Rainy from the
N.E. & Rainy & Thick By
A Sunder Sheet Cable

Wednesday Feb 4th
This day fore Part Thick Rainy
weather with the wind from the
N.E. Latter Part Clearer & Calm

Feb
3d 4h Thursday Feb 5th
This day fore Part Light winds &
Squally from Mid Part fine weather Latter
Part Strong Breeze from the N.W.
& Breezy An Unsteady

Friday Feb 6th
Feb
3d 4h This day Blowing A Gale from
the N.W. Laying to On the
Port Tack Down & Sunk Laying
A Anchor and 6 Reef Sail
This day Set on
Starboard Tack Still Blowing
Strong

Saturday Feb 7th
Feb
3d 3h Light winds & Rainy Squalls
fore Part Steering By the wind
On the Starboard Tack Latter Part
On the Port Tack

U. S. Steamboat Master

Sunday Feb 8th

This day wind from the N.W. Blowing
Vo & Raining Steamy By the wind Cle the
Line Port Lark Saw A Large Steamer
Steering to the N.E. Co. whose Ship A
Consolidation

Monday Feb 9th

Blowing & Cold from the N.W. Part
to end the Hurbour Lark Latter Part
In the Port Lark

Tuesday Feb 10th

Still Blowing Heavy Spr Squalls
from the N.W. Laying Under
Storysails & Lower main Topsail Saw
Large Steamer Steering N.E.
Latter Part more Moderate

Wednesday Feb 11th

This day fore Part Blowing
Strong from the same quarter
Latter Part moderating Steering
by the wind Cle the Harbour Saw
Saw Swift fish

Thursday Feb 12th

This day Strong Breeze from the
N.W. fore Part & by the Port Lark
Latter Part Cle the Harbour Saw
Large Steamer Steering N.E.

Friday Feb 13th

This day Light wind from N.E.
& fine weather Steering by
the wind Cle the Port Lark Saw
Sinclair & Co Large Steamer

Bark William Bayliss from Bedford

Saturday Feb 14th

This day fore Part Stormy Breeze from N.N.W. Raized Land at daylight Extream Ears, Bearing at 9 A.M. 25 miles more this A Head of the Harbord Sick at 1 P.M. Sundown Blowing Moderate Lats from the Azore Quarter

Sunday Feb 15th

Lat Light wind from N.E. Bearing
31.10 W.N.W. Sun Rising Bark to
Long Northward, Sail Part Calm
127.41 Latter Part Light wind from the
Westward Saw two Returners &
Several fish Casks

Monday Feb 16th

Fine weather with moderate Breezes
from the E.N.E. Steering by the wind
On the Starboard Tack Saw Land
at day light Bearing N.E. By East-
10 Miles

Tuesday Feb 17th

This day Stormy Breeze from the
N.N.W. Steering by the wind On
the Port Tack Latter Part Blowing
A moderate Gale Saw a Bark
to Leeward

Wednesday Feb 18th

Lat This day fore Part Stormy Breeze from
30.30 N.N.W. Steering By the wind On the
Starboard Tack Latter Part moderating
Saw the Port Tack

B. D. Cleveland Master

Thursday Feb 19th
Light Northerly wind fine weather
Steering By the wind Cpt the Starboard
Lark Saw Many of Porpoises and
fin backs

Friday Feb 20th
Light wind from the Eastward in
the morning mid Port Calm Latter
Part Light wind from the Westward
Employed Breaking Out fore Hook

Saturday Feb 21st
This day fore Part Light wind
from the S. W Gammed the Steam
Whaling Bark Jesse Freeman Nantucket
Saw Saw One fishing Boat
Latter Part foggy

Long 126 " 15

Sunday Feb 22nd
This day very Light winds from the
N. & foy Saw One Sail

Monday Feb 23d
This day fore Part Calm & foy
Latter Part Light wind from S. SW
the foy Rusick a little of Sunday
Saw two vessels Cpt Cleveland
Boat could not make them Out

Tuesday Feb 24th
This day Light Northerly winds
Steering to the N. E Saw One
Sunk Employed Making Spunyarn

Lat 30 " 33
Long 125 " 55

Wednesday Feb 25th

This day fore Part Light winds from the Eastward Steering at Sea Part Stormy Breezy from the same Quarter, Saw many Boats

Thursday Feb 26th

This day Moderate Breezy from the Eastward fore Part thick & Rainy Latter Part Foggy Cleared Some Nothing in Sight

Friday Feb 27th

This day fore Part wind Sounded 15 th Westward Stormy Breezy Saw two fishing Boats Latter Part Blowing & Moderate Gale, Sounded And Got 43 fathoms of water

Saturday Feb 28th

This day fore Part Blowing & Moderate Gale from the S.E. Kept Off & On Nights P.S.C. Latter Part Moderate & Steering S.E. Saw two fishing Boats

Sunday March 1st

This day fine weather with wind from the N.E. at 2 Oclock P.M. Passed the Palles Rocks. & Took some Sights at Lundown Took In Sail, with the Mera Lema Bore Bearing W. & W. from us two miles Off Land & Light-An Arc of the Islands

Monday March 2nd

This day Light wind from the N.E. Mera Lemia Rocks Close By, Steering By the wind, At the Comm At noon Tacked & Stood In Close to the Rocks & got some Sights & Kept Off & On

Tuesday March 3rd
This day fore Part Strong Breeze from the Eastward Thick & Rainy Latter Part Blowing Moderate Gale from the N.E.

Wednesday March 4th
This day Strong Breeze from the N.E. fine weather fore Part Steering By the wind on the Port Tack Mast Port Steering P. Latter Port on Starboard Tack Saw Several Finbacks

Thursday March 5th
This day fore Part Strong Breeze from the N.E. Steering By the wind On the Port Tack Saw Several finbacks Latter Part wind the Same Saw three Whaling vessels & two Steamers

Friday March 6th
This day Strong Breeze from the same quarter Saw two Steamers In sight Latter Part Spoke the Steamer Thrasher, & Bessie Freeman the Freeman had taken One whale

Saturday March 7th
This day Strong Breeze from the N.E. Steering By the wind On the Starboard Tack Saw 5 Whales, Several finbacks & Sulphur Bottoms

Sunday March 8th
This day Light wind from the N.E. fore Part On the Port Tack Latter Part On the Starboard two Whales in Sight

Monday March 9th

This day Strong Breeze from the
N. fore Part Lofty & Large Seas
Masted Ship Lofty Port Gunnel
to. Steering Course N.W. by W.
at 4 past 7 am

Tuesday March 10th

This day Blowing & Gale from the
N. and Sea rose to the windward

Wednesday March 11th

This day fore Part Blowing Strong
from the N.N.W. Steering By the
Wind on the Port Tack Saw a
Cutter Standing with the Bark Col. Shaw
Pilot on

Thursday March 12th

This day fore Part Light wind from
N.E. by N. Set Cabin Lost the Port
Light wind from the S. Employed
Repairing the fore Topmast Staysail
& flying Jib

Friday March 13th

This day Strong Breeze from the N.W. by W.
Steering by the wind on the Starboard
Tack Saw two Sails & Several fishing

Saturday March 14th

This day Light wind from the N.W. by
Steering with the Bark Josephine
Saw three other vessels

Sundow March 15th 11

This day fore Part Light wind from the E.S.E. Steering by the wind on the Starboard Tack Latter Part Blowing from the S.E. Steering N.E. By E. the Steam Whaling Bark Fraser Came down Towrds Our Stern to Speak & Came near Running us down Carried Away Our Signal Yeardyards

Mondey March 16th 11

This day Blowing Strong from the S.E. Steering N.E. By E. At 9. A.M. took in the fore Topsail & Luffed to On the Starbord Tack, At Sundown whore Ship Still Blowing from the S. Stark & Rainy

Tuesday March 17th 11

Lat 21.54 Long

This day Light Blowing & Pale wind from the S.E. At 7. A.M. let the fore Sail fore Topsail & Lit and Kept Off E. By. S. wind freshened and At took in Topsail and Luffed to At Sundown whore Ship On the Starbord tack with fore Topsail furled

Wednesday March 18th 11

Lat 133.13

This day Light wind from the S.E. & fine weather Steering E the S.E. Sound for the Bisken Sea Sine At Shimmier Thermosher At Leonard 9 A.M.

Thursday March 18th 11

This day very Light winds from the Westward Steering E. By. S. through the Straits of Corea, Corea On the Port hand & the Island of Sau On the Starbord, Sine Straits At 12 Broke, At Sundown Calm

Friday March 20th

Lat 35 - 0 This day fore Part Light wind from the N. E. Steering E. By. S. the Land Off Cape Lookout S. E. 20 Mile mid Watch Fresh Breeze & Clear Nothing in Sight

Saturday March 21st

This day Blowing Strong from the N. E. working upon the Opposite Tack South & By E 5 Leagues

Sunday March 22nd

Lat 35 - 24 This day Light wind from the N. W. Steering E. By. S. Saw Several fish Hawks

Monday March 23d

This day fore Part wind from the N. W. very Squalls Latter Part fine weather the Island Of Ocr & the main Land in Sight Employed Breaking Out water

Tuesday March 24th

This day Light wind from the Westward Steering By the wind On the Port Tack Employed Letting up the fore topmast & fore top gallant Backstays

Wednesday March 25th

This day Strong Breeze from the S. W Steering N By W. Saw Several fish Hawks

Thursday March 26th

Lat 35 - 08 This day Light wind from the S. Steering N. By. W. Nothing in Sight

Friday March 27th

This day Strong Breeze from the S. Steering N. By. E at 4 P.M. Tuffel to the wind As the Starboard Tack Low Plenty Of Sinbucks

Saturday March 28th

This day Strong Breeze from the S. At daylight Steering N. By. W. At 5 A.M. wind began to Lull Gradually to the W. & At At One P.M. wind from the N.W. Raised to Land Bearing N.N.E 20 Miles At 2 Oclock More ship & At Lundown Isleof Island Light Ln Light Bearing N.W. By. N. 15 miles

Sunday March 29th

This day fore Part Strong Breeze from the N.W. Isle of Island Ln Light to the windward, Latter Part wind Lulled more to the westward got Up the Main Anchors Off & Hook In fore Wadlinkvstock & At 8 P.M. Let go Anchor In 16 fathoms Of water Outside of the Inar Light

Monday March 30th

This day Employed getting Cork Ashore & filling with water The Light — On Shore

Tuesday March 31st

This day Employed getting Off Water Took On Board 100 Barrels Daniels Quay Brewster Despatch

Wednesday Apr 1st
This day Light wind from the S.W. At daylight All hands Employed down the water Took Our Anchors & Went to Sea Latter part Wind N. Same Steering S.E. By E.

Thursday Apr 2nd
This day Light wind from the S.W. Steering E. S.E. Employed Overhauling the Windlass

Friday Apr 3rd
This day Light wind from the S.W. Steering E. By S. Saw Several Chunks & Bark Scales

Saturday Apr 4th
This day Fore Part Calm Latter Part Light wind from the S.W. Steering E. By S. Wind Light

Sunday Apr 5th
This day Fore Part Calm Latter Part Stony Breeze from the S.W. Steering E.S.E. Saw a small Schooner Steering to the Eastward

Monday Apr 6th
This day Light wind from the N.W. Steering E. By S. the Island Off Ae Sea Light At daylight Bearing E. 30 miles At dark Steering E.By S. Raised the Light Ea the Point of Hazardous Shoal

Tuesday Apr 7 1h
This day fore Part Light winds from the W. In the Straits Bound brought Latter Part strong Breeze fore th. A.M. Steering E. All Clear W. the Straits At anchor

Wednesday Apr 8 1h
This day Light wind from the Westward & fine weather Steering E, N, E. Round In Light Bearing W.N.W. 40 miles Saw Plenty Aft finbacks

Thursday Apr 9 1h
This day Light wind from the S.S.E Steering E.N.E. All Sail Saw Several finbacks

Friday Apr 10 1h
This day Strong Breeze from th W.S.W Steering E, N. E All Sail Nothing In sight.

Saturday Apr 11 1h
This day fore Part Light wind from the W.S.W Steering N.E.By.E. half E. Latter Part wind from the N.W.

Sunday Apr 12 1h
This day fore Part Light wind from the S.W. Latter Part Strong Breeze from th. S.E. fine weather Steering N.E.By.N.

Monday Apr 13 1h
This day fore Part moderate Breeze from the Westward Steering N.E. Latter Part Blowing A Leggy Gale from the Same quarter. Laying To under Close Reefed Main Sail

Tuesday Ap. 14th "

Lat 1- 50" 13 This day Light Blowing Strong Moderating Latter Part Set Sail & Set Steering N.E, By N.

Wednesday Apr 15th "

Lat This day fore Part wind from the N.E, with Snow Latter Part wind from the N.E. fine weather. (In the Port-Tack under easy Sail

Thursday Apr 16th "

This day Light wind from the N.N.E. Steering E.N.E. Latter Part wind from N.E. Steering By the wind Lanching E.

Friday Apr 17th "

This day fore Part Light wind from the N.E. mid Part Calm Latter Part Light wind from the N.E. Steering By the wind On the Starbord Tack

Saturday Apr 18th "

This day fore Part Blowing Strong Gale the E.N.E. & thick Snow Storm Steering By the wind On the Starbord Tack Latter Part Clear with Long Light wind,

Sunday Apr 19th "

Lat 54.24 Long 163.00 This day Sighted Cooper Island at daylight Bearing N.E. 20 miles, wind from the N.E. & Growing Latter Part Clear working N. under the Lee of the Island 10 miles off at Anchor

Monday Apr 20th
This day fore Part Stormy Breezy from the N.W Beating up to the Island. At Eight O'clock A.M. Sent two Boats In fishing At 2 P.M. Boats Came Aboard with 450 Codfish Latter Part Employed Cleaning & Salting the fish Called 5 Bells

Tuesday Apr 21st
This day fore Part Calm Employed Breaking Cut wood & small Stores Latter Light-wind from the Westward Steering N.E. By N. Copper Island In Sight Bearing W. 20 miles.

Wednesday Apr 22nd
This day Moderate wind from the W.N.W & Snow squalls Steering N.E. By E. half N.

Thursday Apr 23rd
This day Light wind from the Same quarter Steering N.E. By E. half E. Some Snow.

Friday Apr 24th
This day Light Variable winds Steering N.E. By E. half N. Latter Part Lots Ice In Our weather Bow.

Saturday Apr 25th
Lat 58, 44 Long 178, 28
This day Light winds from the S.E Steering By the wind On the Starboard Tack working through the Ice to the N.E.

Thursday Apr 26th

Lat 64,30 This day moderate Breeze from N. E. All
morning Steered the See At Sundown
Lufted to Stark In A Large Body
Of Ice At Midnight Ice Lufted And Left Off
To S. E. Set The Mizzenroyal Plenty Of
Clear water Ahead Mid Part Layng Stark
In the Latter Part Took the See. making
to the five Sail In Sight

Monday Apr 27th

This day Stowy Breeze from the N. E. All
fore & mid Part Laying Stark Latter
Part Took the Ice working to the North
five vessels In Sight

Tuesday Apr 28th

Lat 66,43 This day Light wind from N. E.
working to W. five vessels In Sight
Mid & Latter Part fast In the Ice

Wednesday Apr 29th

This day fore Part Leight winds from the
S. E. & Clear weather. Still fast In the
Ice Sive Other vessels In Sight Mid Part.
the Same Latter Still fast

Thursday Apr 30th

This day wind the Same fogy weather
Ship fast In the Ice Mid & Latter Part
the Ice Opened worked to the N. & ces 5
miles

Friday May 1st

This day fast Again Saw A Large
Bowhead In A hole Close By the Ship
Could not get to him Mid Part Blowing
Fresh from N. N. E. All Sail furled
Latter Part Ice Opened A Little made some
Sail Stood West about 2 miles when the
Ice Closed Again

Saturday May 2nd
This day Light wind from the S. E.
& fine weather At 5 30 P. M. Saw
a hule Close to the wind ship got No mill
Line But Could not 4 vessels In Sight
to the windward Wind & Latter Part
wind the same fast In the Ice

Sunday May 3 1/4
This day wind from the S. E. moderating
Still fast In the mid Part the same
Latter Part Calm

Monday May 4 1/4
This day fast Part Calm still fast
5 Vessels In Sight Wind Part the same
Latter Part Light wind from the N. E.
Ice Slacked made Sail & worked to the
S. W.

Last
61 " 5-4

Tuesday May 5 1/4
This day Light wind from the N. E. with
Some Snow everything furled fast In the Ice
Wind Part Ice Opened A Little worked
To the S. E.

Wednesday May 6 1/4
This day fine Part wind from the N.
fine Weather Saw A Bowhead Whale
to the Ship Could not get Her Line
Ten vessells In Sight Cape Bowen
In Sight Bearing N. E. 40 miles Latter
Part the same

Thursday May 7 1/4
This day Still In the Ice Light Variable
wind Eleven vessels Mile & Latter Part
the same

Friday May 8th

This day fore Part mist from the A. & C
mill Down Mist & Latter Part the same
Sun One Steamer & One Sailing Ship

Saturday May 9th

This day Light mist from the A. & C
Mill fast In the Ice two vessels in
Sight Latter Part working to the
Eastward brought to the Ice with the fore
& Aft Sails

Sunday May 10th

This day fore Part fast In the Ice
mid Part the same Latter Part working
to the Eastward made Short Sail, Back
Tried In Sight to Leeward Latter Part
the same

Monday May 11th

This day fore Part Light mist from the
N. working to the A. C. 13 Sails In Sight
One vessel Boiling Latter Part mist the
same Ice quite slack working to the Eastward
17 Sails In Sight

Tuesday May 12th

This day fore Part Ice Closing Sails
furled & tied up the Capt Lay Off
the mid Part the same Latter Part
made All Sail working to the Eastward
16 vessels In Sight

Wednesday May 13th

This day Light mist from the N. W.
All sail working to the Eastward mid Part
the same Latter Part tied up to the
Ice

Thursday May 14 1/11

This day Light wind from the N. W.
All sail Set working to the N. E. At 10
P. M. made fast to Lake Of Ice, & At
2 A M got under weigh Layin All Sail
At 8 Hove up Layin to the Ice

Friday May 15 1/11

This day fore Part Light Air from the N. W
fast In the Ice 10 vessels In Sight Mid Part
the Same Latter Part made Sail working
to the Eastward

Saturday May 16 1/11

This day very Light Air from the N. W.
fore Part working to the E. N. E. Mid & Latter
Part Hove up to the Ice

Sunday May 17 1/11

This day fore Part Calm Hove up to
the Ice Mid Part Light wind from the
S. W. working to the N. E. Latter Part the
Same

Monday May 18 1/11

This day fore Part Calm Hove to the
Ice three vessels In Sight — One Steamer
Mid Part the Same

Tuesday May 19 1/11

This day fore Part Light
to the S. E. working to
Roised whales & Lowered for them the
Starboard Boat — Struck a Large Bowhead
& sunk him two Boats On the Ice All
Night Succeeded In towing him up
At 8 Am Lowered the Boats for whales
& the Larboard Boat fastened to a Large
whale & All to Attack get him Alongside

Wednesday May 20th
This day Fore Part fast to "K" Fire Employed Cutting At 6.30 P. M. Sent All Hands Below & At 8.30 A M Called All Hand & went to Cutting Again

Thursday May 21st
This day Light wind from N. E, E finished Cutting Down General Boom Lands In K Fire Mid Part Employed Blowing Down Leads Latter Part Employed In Boiling

Friday May 22nd
This day Blowing Strong from N E fast to the Fire & Boiling Mid & Latter Part Boiling & Blowing Off

Saturday May 23rd
This day In the Fire everything furled Employed Boiling & Blowing Off Mid Part Blowing Strong from N. E. Latter Part the same finished Boiling

Sunday May 24th
This day Fore Part wind the same Finished Blowing Down the Oil Stowed 128 Barrels Mid & Latter Part Still fast in the Ice Some Ice vessels Off shore Up to Open Water

Monday May 25th
This day Still Blowing & Snowing from N. E, took Off the Rudder Chains & Put On Rope Ones Latter Part mend the Same with Fish fry

Tuesday May 26th
Day wind from the E.N.E with thick foggy weather Still fast In the Ice Land In Sight Bearing W.N.W about 10 miles Dist & Latter Part Thick fog

Wednesday May 27th
This day fore Part Calm & fog mist Part the Same Latter Part wind from the N.— & snowing

Thursday May 28th
This day fore Part wind the Same & Snowy Mist Part Clear Latter Part wind from the N, fine weather

Friday May 29th
This day wind the Same fines weather Still fast In the Ice mist & Latter Part the Same

Died On Board At Five A.M.
Peter, Longar A Native Of Robe One Of the Marianna Islands After two months Sickness Supposed to Be the Dropsy Buried Same At 7.30 A.M

Saturday May 30th
This day Light wind from the N. fast In the Ice Latter Part wind from the Westward the Ice slacked & worked A mile Or two to the Eastward

Sunday May 31st
This day Light wind from the Westward working by the Eastward watch employed hauling ship through the

Monday June 1st
This day Light wind from the S. W. working slowly through the Ice to the Eastward

Tuesday June 2nd
This day fore Part calm Some swell from the S. E. In heavy Ice mid Part mid from the N. working through the Ice to the Eastward Latter Part mid the same heavy swell At 5 A.M. got out of the Ice into Clear water once more

Wednesday June 3rd
This day Light wind from the S. W. Steering E by N thick fog Mid Part the same Latter Part Clear no Ice in Sight

Thursday June 4th
This day Light wind from the S. W. Steering N. E. and Part thick fog Latter Part working to the Eastward along the Ice

Friday June 5th
This day Light wind from the N. working to the Eastward along the Ice mid & Latter Part the same Cape Navarin In Sight Bearing N. W. 40 miles

Saturday June 6th
This day very Light wind from the N. W. Steering S to the Eastward at 4 P.M. Came Across Bank in the Westward Skirts of Ice in the S. E. Latter Part the same

Sunday June 7th
This day Light wind from S. E at 1 A.M. 30 P.M. took the Ice Steering N. mid Part working to the W. Latter Part the same Cape Navarin In Sight Bearing W. By N. 20 Miles

Monday June 8th
This day Light wind from the N.E. working to the Southward through the Fee Loose Light wind & Latter Part the Same

Tuesday June 9th
This day Light wind from the E.N.E. working to the N. Mid Part the Same Latter Part wind from the S.W. Loose Fr. Light Bearing S.W. By W.

Tuesday June 9th
This day fore Part wind from the Eastward working to the N.E. mid & Latter Part wind from the N.E. made fast to the Fee everything Furled

Wednesday June 10th
This day wind from the N.E. fine weather Still fast Fr the Fee One vessel Fr Liverpool to the Westward

Thursday June 11th
This day Light wind from the Same quarter fast to the Fee mid & Latter Part the Same

Friday June 12th
This day Light wind from the E.N.E. Latter Part got under weigh & worked two or three miles to the W. & made fast Again

Saturday June 13th
This day wind from the N. working took & took through the Fee hoisting the fore topsail the Lie Ported & Broke off the Starboard end of upper yard Sent it down Latter Part Employed fitting New One

Tuesday June 14th

day mind from the N.E. & thick foy
hard up to Anchor, Employed filling fore
topsail yard. Latter Part mind from the
N. got under weigh & stood Out into Clear
water Saw more Sept up topsail yard
& Bent the Sail; Latter Part Steering to
the N.E. In Clear water

Monday June 15th

This day Light wind from the N. Steering
By the Mind On the Port Tack Repaired
the Cutting Stage

Tuesday June 16th

This day Light wind from the N.N.W.
Steering By the wind On the Port Tack
One Vessel In Sight to the Windward Mid
Part Raised A Head whole Lowered A Boat
Part Set was not worth taking Alongside, Land
In Sight to the N. & Ice Latter Part
working Ice In towards the Land Berk
Andrew Thicks In Sight

Wednesday June 17th

This day fore Part Light wind from
the N. N.W. got through the Ice Steering
By the wind On the Port Tack got up the
Cables & got the Starboard Anchor Off the
Bow Mid Part working Tack & Tack
Latter Part Standing In to the Land Off
Plover Bay saw Bark Eden & Windsor

Thursday June 18th

This day fore Part Light wind from the
Eastward with Rain Mid Part wind
from the N.W. Latter Part the same
Standing to Windward All Sail three vessels
In Sight

Friday June 19th
This day wind from the N. W. & Clear Beating up to windward Mid Part the same

Saturday June 20th
This day fore Part Light wind from the N. Gamoraing with Bark Lohi & Westhrop & 6 Ships Mid & Latter Part wind from the Eastward Steering N. W. By W. Latter Part made the Fire & Luffed to the wind

Sunday June 21st
This day moderate Breeze from the S. E working to windward Part & Part Mid Part Calm Latter Part Light wind from the N. W. Steering to the S. E. Sunday with the Natives three Canoe Alongside Five vessels In Sight

Monday June 22nd
This day fore Part Light wind from the N. W. Steering S. E. Along the Land Mid Part Calm Latter Part the Same

Tuesday June 23rd
This day fore Part Light Breeze from the N. Steering down Along the Land to the Eastward Natives On Board trading Latter Part Several Sail In Sight Latter Part Let go Anchor Off Morris Bay In 13 fathoms Of water Five Alen vessels

Wednesday June 24th
This day fore Part Calm Mid Part Light wind from the N. W. got under weigh Steering to the N. Along the Fire Latter Part Employed In Cleaning ship Latter Part Employed In Caspicing Bone

Thursday June 25th

This day Calm fore & part employed Pumping Bore mid Part the Same Latter Part Light variable from the W. Lying Stack Employed washing Bone

Friday June 26th

This day fore Part Calm finished washing the Bone mid & Latter Part Light variable & Calms drying the Bone

Saturday June 27th

This day still calm Rumbled the Bone Ready for shipping mid And Latter Part Steering N. E. By E. for Hikeys Island Natives Came Board Trading

Sunday June 28th

This day Light variable from the N. & W. Steering E By N. Bound for Port Clarence mid & Latter Part the Same Anchored round the Sandspit got got under way again & stood the Bay & Anchored Off the watering Place In 4 fathomes Of water

Monday June 29th

This day fine weather Employed Pumping Of Salt water & getting casks Ashore for water Latter Part Off Reft Of water & Moored Ship

Tuesday June 30th

This day Blowing strong from the N. N. W. got Reft Off casks On shore & filled Ship & After vessell getting water mid Part filling casks

Wednesday July 1st "

This day Blowing A Gale from the S.S.
two Anchors down mid Port the Same
Latter Port moderately Employed taking water

Thursday July 2nd "

This day fore Part finished taking water
took Our Anchors And stood off into the
Bay mid Port Anchored Again Off the
Sand spit Latter Port finished blowing
water

Friday July 3rd "

This day Light wind from the Eastward
At Anchor waiting to ship Our Bone mid
& Latter Part the Same

Saturday July 4th "

This day still At Anchor the Bark
Barnes Allen On fire But succeeded
In Putting It Out without doing more
damage

Sunday July 5th "

This day fine weather with Light Southerly
wind At Anchor Latter Part the Same

Monday July 6th "

This day Light wind from the S.E. fine
weather Employed In Cleaning ship
Ready for Painting Latter Part Painting
Outside

Tuesday July 7th "

This day fore Part Light wind from
the S.E. finished Painting Latter Part
mid from the S.E. fine weather

Wednesday July 8th "

This day fore Part Light wind from
the S.E. Ready for Sea waiting for
the Pilot to day Latter Part the Same

Thursday July 1st

This day fore Part Light wind from N. took Our Anchor & stood Out of the Bay mid Part Calm Latter Part Light wind from N. E. & Hazy P. M. for the Diamond Island Our Canoe Of Native Came On Board

Friday July 10th

This day Light wind from the S. S. E. aft 2 P. M. Passed the Dioniedes Steering S. E. by E. mid Part Calm Latter Part Light winds and Calms

Saturday July 11th

This day Light wind from the S. Steering E. by S. mid Part the same Latter Part Light wind from the Eastward Steering S. E. Land In sight Ahead Latter Part made the Ice to the Eastward of Point Rope

Sunday July 12th

This day Light wind from the S. E. Standing Off & On the Ice mid & Latter Part the same 12 vessels In sight

Monday July 13th

This day fore Part Light wind from S. E. Running with Burk Thunder mid & Latter Part Steering Breezy Backing to windward along the Ice

Wednesday July 15 4h
This day Light Wind from the S.E. working to the Windward mid And Latter Part in Same

Thursday July 16 2h
This day fore Part Calm mid Part Light Wind from the N. Steering E.S.E. At 2 the A.M. Let go Anchor In 28 fathoms of water Point Hope In sight Bearing E. N.E 5 miles

Friday July 17 2h
This day fore Part Light wind from the Eastward thick & Rany mid Part the Same Latter Part got under ~~weight~~ way. Beating up for the Point

Saturday July 18 11h
This day Stony Breze from the N.E. Beating up At 3 Oclock P.M. Anchored Off Point Hope In 12 fathoms of water mid Part so much Ice Could not get under Again Latter Part working to the South

Sunday July 19 2h
This day fore Part Light wind from the S.W. Beating to the windward mid Part foggy Latter Part Clear Let go Anchor In 21 fathoms of water

Monday July 20 2h
This day fore Part Calm mid Part the Same Latter Part Stony Breeze from the S.E. got under way & Stood In for the Point & At 12 Oclock Let go Anchor Off the N. Side of Point Hope In 8 fathoms water 12 Oclock vessels at Anchor

Tuesday July 21st
This day fore Part Strong Breeze from the East mid Part wind from N. W, Blowing strong Latter Part the Same

Wednesday July 22nd
This day wind N. Some fair weather mid Part Calm Latter Part Strong Breeze from the N. Still at Anchor

Thursday July 23rd
This day fore Part Strong Breze from the Same quarter still At Anchor mid Part the Same Latter Part mid Light

Friday July 24th
This day fore Part Light wind from the N. mid Part the Same Latter Part Strong Breeze from the South took Our Anchor & steered to the N.

Saturday July 25th
This day fore Part strong Breeze from the N. Steering N. At 6 o'clock P.M Passed Cape Eastburne & At 7 P.M. Anchored In 4½ fathom mid Part Employed In getting Wood Latter Part the Same

Sunday July 26th
This day, Calm Still At Anchor

Monday July 27th
This day fore Part Calm mid & Latter Ditto the Same

Tuesday July 28th
This day fore Part Calm wind Part Light wind from the N. mid Part Ditto, Latter Part Light wind from the N.W took Our Anchor, But Lord to Let us Again

Wednesday July 29th

This day fore Part Calm mid Part Hs Sup Letter Port Light wind from the Eastward got under way & stood to the N. & N & A Anchored Agoin Remaining with Bark Wanderer Several Other vessels Lit Light to the N.

Thursday July 30th

This day fore Part Light wind from the N. Thenly Of the mid Part wind from the N.E. got under way & Anchored Off the Coal mine Along Breeze Letter Part getting Off Coal

Friday July 31st

This day fore Part moderate Breeze from the N.E Employed getting Off Coal, mid Part the same Letter Part finished getting Coal

Saturday Aug 1st

This day fore Part very Light wind from the N.E All fine P.M. got under way Steering to the S. the Coming In to the Same Letter Part Let go Again Off Cape Fear

Sunday Aug 2nd

This day Anchored with two Other vessels the Revenue Cutter Bear & the Sea Ranger mid Part the same Letter Letter Part took Our Anchor & stood Off the Land

Monday Aug 3rd

This day fore Part Many Breeze from the N.E. all Steering S.W. ½ W. Saw several Sail in sight & very Little Sea mid Part Steering By the wind Our Starboard Tack Letter Part the same

Tuesday Aug 4th

This day strong Breeze from the W.N.W. Steering by the wind On the Port Tack Latter Part sighted the Tark Fre to the Eastward All Sail

Wednesday Aug 5th

This day fore Part wind from the N.W. working to the windward Along the edge of the Ice several vessels in sight

Thursday Aug 6th

This day strong Breeze from the same quarter working Along the Pack Ice eight vessels in sight Latter Part wind from the N.E. & Light

Friday Aug 7th

This day fore Part Light wind from the N.E. & foggy Steering with Bark Alice Knowles & Hunter Latter Part Blowing strong from the Same quarter Standing Off & On the Ice

Saturday Aug 8th

This day Blowing strong from the N.E Standing Off & On the Ice under short Sail Several vessels in sight

Sunday Aug 9th

This day light wind from the N.E. & fine weather spoke the steamer Wilson Lewis Latter Part Steaming with the Bark Abram Barker

Monday Aug 10th

This day fore Part moderate Breeze from the N.E. Steering the Barker Mid Part Working to windward along the Ice Latter Part the same

Tuesday Aug 11th

This day fore Part Gunning with Burk, Brown Burker & Lubeer Fishy All three vessels Steering to the N. mid Part the same Latter Part Steering to the E. S. E. Strong Gale Steering Ice Light'd the Land

Wednesday Aug 12th

This day Strong Breze from the N. E. Steering By the mind Of the Port Tack Plenty Of Ice mid Part Laying to under short Sail Tack & Tack Latter Part Calm & passed In sight

Thursday Aug 13th

This day Light wind from the S. Steering to the N. Along the Land Latter Part Anchored In 7 fathoms Of water Values On Board

Friday Aug 14th

This day wind from the N. got under way Beating to the N. In Company with the Burk Sea Ranger Latter Part the same very Little Ice Saw Plenty Of devil fish

Saturday Aug 15th

This day wind the same working to the windward Along the Land mid Part the same Latter Part Anchored In six fathoms Of water 5 miles to the S. Of Whalesright Inlet, the Revenue Cutter Bear & several other vessels At Anchor

Sunday Aug 16th

This day Light wind from the N. E. got under way, mid Part working to windward Latter Part Anchored In five fathoms Of water 4 Steamers & 7 Sailing vessels In sight

Monday Aug 17th
This day fore Part calm At Anchor mind from the Westward & foggy mid Part
& fore Latter Part got under way &
worked to the Est In Company with the
Abram Barker

Tuesday Aug 18th
This day fore Part All sail working to
the N.E. Plenty of Ice in sight
mid Part Laying Stark Off the Ice
Latter Part stood In shore & anchored
In 15 fathoms water Off Point Belcher
& steamers At Anchor

Wednesday Aug 19th
This day Blowing Strong from the N.E
All at Anchor mid Part the same
the Bark Sea Rover Anchored near Latter
Part still At Anchor the steamers went
to the N. 5 miles & Anchored Again

Thursday Aug 20th
This day fore Part Strong Breeze from
the N.E. At Anchor At six P.M.
got under way & stood to the N.W.
In company with the Abraham Barker

Friday Aug 21st
This day fore Part Laying Stark Off the
Ice mid Part the same Latter Part
Lay[illegible] with the Barker & three Whales

Saturday Aug 22nd
This day fore Part Capt Cox on Board the
James Allen, ship the steamer Belvedere
& gun there their mail mid Part Rube
Off the Gam, Latter Part thick fog working
to the N.W. Along the Ice Latter Part
Laying Stark

Tuesday Aug 23d
This day Light Airs from the N.W. Steering to the W.S.W. Along the Ice in Company with the Barker several other vessels in Sight mid Part Lying Stark Calm Part working along the Ice

Wednesday Aug 24th
This day fore Part Light airs from the N.E. fine weather saw Plenty Of walrus shot two mid Part Lying Stark Calm the Ice Latter Part steering to the S.W. Employed In Bending foresail & Jib & after mizen topsail

Thursday Aug 25th
This day fore Part airs from the N.E. & foggy Jamming with the Abram Barker Triton & Boarding Pilot mid Part Laying Stark Off the Ice Latter Part spoke Bark Jamerlane & got twelve sacks of Potatoes

Wednesday Aug 26th
This day Light airs from the S.E Jamming with Abram Barker, Raindeer & Francis Barstow mid Part the same Latter Part Bending sails

Friday Aug 27th
This day Light airs from the S.E Steering to the N.W. Along the Ice Repaired foretopmast Staysail and Boat mizt Part steering Breeze steering By the Blowing & moderate Gale from the S.W. On the starboard tack

Monday Aug 26th
This day wind the Same Blowing strong with snow squalls working to Northward Took & Took mid & Latter Part the Same

Tuesday Aug 27th
This day wind from the S.W. with snow squalls working to Northward Took & Took several sail in sight

Sunday Aug 30th
This day strong Breeze from the S.W. Saw the steamer Reese Freeman Captains from six vessels All On Board the Abram Barker mid Part steering By the mid On the Starboard Took Latter Saw On the Port Tack

Monday Aug 31st
This day wind from the S Strong Breeze & snow squalls mid 21st wind from the S.W. Latter Part Blowing a moderate Gale working Off & On the Fire other vessels In sight

Tuesday Sept 1st
This day still Blowing strong from the same quarter working to the Windward Saw 1st Fire & Other vessels In sight

Wednesday Sept 2nd
This day still Blowing strong mid Part the same Latter Part mod moderate & vessels In sight

Lat 71 21 Long 71, 21

Thursday sept 3rd
This day fore Part wind from the S E & Clear stiff Breze employed filling rusk with salt water Coming with Aburn Burke & Lotus & Winthrop with Part Blowy & Moderate Gale from the S E. working through cuttings Ire Left & Part Sm Clever water

Friday sept 4th
This day wind the same moderate mid Part wind from the westward Laying Aburk Outside the Ire Left Part working to the Westward

Saturday sept 5th
This day fore Part stiff Breze mid Part the Same Left Part Light wind from the Westward steering to the S E along the Ire In company with five other vessels

Sunday sept 6th
Lat 41 5 7 Lon 71 This day Light wind from the 41 & 42 & Clear steering By the wind On the Starboard tack Plenty Of Ire 15 windward five Other vessels In sight sent down fore Royal yard & sail Latter Part Gamming with Burk Horatio & A. Burke

Monday sept 7th
This day Light Easterly wind & Clear steering to the Westward along the Ire Several Other vessels In sight

Tuesday sept 8th

This day Light wind from the Eastward steering S. W. Steering with Jack Ives & John & sundries. Mid Part steering W. W. under short sail. Latter Part steering S. W. By. S. Along the Ice nine vessels In sight

Wednesday sept 9th

This day Light wind from the N. E. & steering to the westward Latter Part spoke the Bark Thorolin

Thursday sept 10th

This day Light wind from the N. E. steering N. W. saw the Bark Sea Ranger take a whale sighted Herald Island bearing S. W. 15 miles

Friday sept 11th

This day stony Breeze from the N. E. & Raining saw the Sea Breeze chasing whales mid & Latter Part foggy working E. & In the E. & Other vessels In sight

Saturday sept 12th

This day stony Breeze from the N. N. E. working through ice steering Ice in Other vessels In sight Latter Part working to the Eastward

Sunday sept 13th

This day stony Breeze from the same quarter thick weather steering to the Eastward through Ice mid Part Laying Hove to in the Ice Latter Part working to the N. E.

Monday sept- 14th

This day strong Breeze from the N E,
Beating to the windward Throughout Sailing
Lee Board Port the same Latter Part- Lying
Off & On the Ice 15 vessels In sight-

Tuesday sept- 15th

This day Light wind from the Eastward
standing Off & On the Ice saw Baleen &
whales Lying whales Latter Part spoke
the steamer Balaga with 4 Others In sight
All Pr Board the steamer

Wednesday sept- 16th

This day Light wind from the N. W.
steering Along the Ice to N. & Eastward
18 vessels saw the Baleen. P. West chasing
A whale

Thursday sept- 17th

This day Light wind from the Westward
steering to the N. E, mid Part Bearing
Back to the S. W. ch to Be the At
daylight Latter Part Lying Along the
Ice

Friday sept 18th

This day Light winds from the
S. W & steering to the N. E. mid
Part- Lying Aback & Ch Sperm Whales
Latter Part- upto the Ice saw the
Bark Northern Light- steering

Saturday sept- 19th

This day Light wind from the
N. W, steering to the Westward
spoke the Rotario. D. Alexander mid
Part Lying Aback Latter Part steering to
the Westward Herald Island In sight-
Bearing W, S, W 40 miles

Sunday sept 20th

This day Strong Breeze from N.E. & E. Steering to the westward mid Part Lying Abark, Along the Ice Latter Part working up to the Park Ice Herald Island in sight Bearing S. 23 miles At Noon 15 vessels in sight & no whales

Monday sept 21st

This day still Blowing strong from the N.N.E. Herald Island in sight Bearing So 20 miles Plenty Of Ice

Tuesday sept 22nd "

This day Blowing strong Clear weather Steering To the S.E. the Island in sight At Sundown Bearing S.W. 20 miles mid Part Lying Abark Latter Part wind moderating, spoke the Sea Breeze & other vessels in sight mid Part Lying Abark on Opposite Parks ~~Latter Part Steering~~

Wednesday sept 23rd "

Lat 71.05 This day moderate Breeze from the
Lang Same quarter fore Part Beating
171 " 20 to the Southward In company Ship mid Part Lying Abark Latter Part steering to the N.E. spoke the Sea Breeze & Northern Light

Thursday sept 24th "

This day Light wind from the N.N.W. Steering N.N.E. several sails in sight mid Part Lying with Bark Hunter & James Allen & Schooner Jane Grey

Friday sept 25th 11
This day Light wind from the N.W. C.
working to the windward mid Port Latter
Latter Port working to the S.W. In the Lee
mid & Latter Port the same 20 vessels in
sight -

Saturday sept 26th 11
This day Light wind from the S.E. Steering
By the wind On the Starboard Tack mid
Port working to windward On Offsitestock
Latter Port steering to the S.W. Same vessel
to windward Boiling

Sunday sept 27th 11
This day Stony Breeze from the same
quarter Bearing to windward mid
& Latter Port the same

Monday sept 28th 11
This day still Blowing Stony from
the S.E. working to windward On
Offsiteis Tacks several vessels in sight

Tuesday sept 29th 11
This day Light wind from the N.W.
Steering to the Westward several vessels
In sight mid Port On Offsiste Tacks
very Little Ice Herald Island Bearing
S.W. 20 miles By Account Latter Part the
same

Wednesday sept 30th 11
This day strong Breeze from the N.W.
working to the windward the Island
Bearing S.W. from 5 to 10 miles saw two
vessels whaleing

Thursday Oct 1st

This day wind from the N.W. & fine weather Saw several vessels whaling the Island In sight Bearing S.W. 10 miles

Friday Oct 2nd

This day Light wind from the Westward Steering S.E. by E. fore Part saw Other vessels whaling Mid Part Laying Aback Latter Part Housed & Loose whole & Lowered five Boats did not see any in Steering

Saturday Oct 3rd

This day fore Part Calm Housed & whole Lowered two Boats did not see Him Again mid Part working to the Eastward Latter Part the same 14 Vessels In sight

Sunday Oct 4th

This day fore Part Light Breeze from N.E. by N. Steering to the S.E. & E. Saw Spoke the Bark Superior & Saw several mid Part Laying Aback Latter Part Steering By the wind On the Starboard tack

Monday Oct 5th

This day Light wind from the N.W. Steering to the Eastward In Company with five Other vessels mid Part the same Latter Part wind from the N.E. Steering By the wind On the Starboard tack Saw several vessels to the windward whaling

Tuesday Oct 6th "

This day Pleasy Breeze from the N. E. Rosed Boboles & Lowered five Boats whales going quick to Leeward Chased pursute & D. K. And gave them off- Wind Part Pleasy No wind ward Blowing Pleasy Latter Part moderate Lowered for whales But without success

Wednesday Oct 7th "

This day Light wind from the E. N. & fine weather five Boats down chasing whales chased them In to the Ice At 4 Oclock P. M. came In Port saw the Barks Wanderer & Triton Cutting Several Other vessels whaleing Plenty Of whales But very wild

Thursday Oct 8th "

This day fore Part wind from the E. E. Lowered for whale going quick. But without success mid Part working to the N. N. E. Young Ice making Latter Part Lowered twice for whales without success

Friday Oct 9th "

This day Light wind from the N. W. Lowered two Boats for a whale Only Saw him Once After spoke the Brig Thomas Barstow & heard Of the Loss Of the steamer William Lewis At- sundown Lamming the Bark Abram Barker Alice Knowles, & Bowding Billows mid Part Laying Stock Of Spirits Latter Part plenty Breeze from the N. W. saw two whales One Rising did not Lower for them saw several Other vessels whaleing

Saturday Oct 10th

This day Blowing strong from the westward saw the Bark Reindeer Kept Off for Some mid Part Laying Hove In Upon the tack Latter Part Saw others Covered for them without success

Sunday Oct 11th

This day Light wind from N.E. Saw whales Covered twice for them did not see them from the Boats Latter Part Light wind & fog

Monday Oct 12th

This day Fore Part Mod Gales & fog Mid Part the same Latter Part Light wind from the N. Steering S By. E. E. two Sails In sight

Tuesday Oct 13th

This day Fore Part good Breeze from the N.N.E & Squalls Steering S. E. By. E. with everything set Saw Other vessels In Sight Mid Part under short Sail Steering E. S. E. Oct 14th at Eleven A.M. sighted Cape Louisburg Bearing E. S. E. 20 miles distant At Eleven A.M. sighted Point Rose & Kept Off for Diamonds steering N. By. E.

Wednesday Oct 14th

This day Blowing strong from N.N.E. Steering S. By. E. E. Shortened sail At sundown mid Part steering S. By. E. At 2 Oclock A.M. Luffed to & Hove round head yards Aback. Kept Off Again at daylight & made all sail At 12. M. Passed Diamonds Islands Bearing W. 4 miles Cape Race N. W. Bears Bearing E. By. S.

Thursday Oct 15th

This day strong Pargeze from the N. steering N. E. ½ E. At five P. M. Passed Kings Island Bearing E. 1½ miles mid Part steering N. E. By E. Latter Part sighted St Laurence Island Bearing W. 40 miles distant—

Friday Oct 16th

This day moderate Breeze from N. W. Steering N. E. By E. Lost sight of the Island And sail mid Part steering E. By N. Latter Part steering E. N. E. By N.

Saturday Oct 17th

Lat 63.20 N. This day moderate Breeze from the E. N. E. steering S. W. By W. Took In Sail At Anvilown mid Part Laying Abark At daylight made sail steering S. By E. ½ E. sighted the Island of St Matthews Bearing W. N. W. 30 miles distant

Sunday Oct 18th

This day moderate Breeze from the Eastward steering to the Eastward mid And Latter Part steering S. By E. ½ E. & sails In sight All steering the same

Monday Oct 19th

Lat 62.44 This day moderate Breeze from the E. N. E. Steering S. By E. ½ E All sail mid & Latter Part the same & sails In sight

Bark Williwaw Bound to Sea from
Baylies New Bedford

Tuesday Oct 20 11h
This day moderate Breeze from the N.
fore Part steering S. by E. 3/4 E. mid Part
the same Ar One of the Lighted the Island
of Mocha Bearing S.E. 40 miles distant
Latter Part steering S.E. by E.

Wednesday Oct 21 2d
This day Blowing Stormy from the Northward
fore Part steering E. S.E. mid Part the
same Latter Part steering E by S. 1/2 S.
All Evil Latter Part steering E.

Thursday Oct 22 3d
Lat 45 11 42 This day stormy Breeze from the N.
Long All sail Let Steering E. mid &
167 11 20 Latter Part the same

Friday Oct 23 4th
Lat 44 04 This day fore Part Light squalls from
Long the N.W. All sail steering E mid
161 43 and Latter Part the same

Saturday Oct 24 5th
This day fore Part wind from
the N.W. steering E. mid Part
wind from the W. and Blowing
Stormy Latter Part Blowing a Gale
from the N. W. steering E. under
Lower main Topsail

Sunday Oct 25 6th
This day Blowing a Gale from the
N.N.W. Lying to under Goose
winged, main Topsail & the Port
Tack Latter Part moderating made sail
& day light & left off E. E. N.

R. D. Cleveland Master

Monday Oct 26th

This day fore Part Strong Breeze from the N.W. Steering E ½ N. One sail in sight mid Part & Latter Part mixed the same & Squally

Tuesday Oct 27th

Lat 43.58 This day fore Part Light winds from the
Long N.W. with Occasional squalls One sail
42.08 in sight mid Part the same Latter Part Light winds from the W. fine weather Steering E. ½ N.

Wednesday Oct 28th

This day Light Westerly winds Steering E ½ N & N.E. mid Part the same Latter Part Steering E. Strong Breeze from the S.

Thursday Oct 29th

Lat- This day Light winds & Rain squalls
42.18 Steering E. mid Part Strong Breeze from the S.E. Latter Part Light winds & Rain from the S.E.

Friday Oct 30th

This day fore Part Light mixed from the S.W. Steering E. By S. mid Part mixed from the W. Latter Part mixed from the S.

Saturday Oct 31st

Lat 42.19 This day fore Part Blowing Strong from
Long 133.10 the S. & the Sundown under Lower topsails heaving E. blowing & Sea mid Part the same Latter Part moderating under Lower topsails & Courses Passed the Bark Alice Thrower

Bound to San Francisco

Bark Williams Bay lies at New Bedford

Monday Nov 1st

This day fore Part Blowing a moderate Gale from the S. mid Part wind hauled to the S.W. & Steering E. S. E. Latter Part wind from the S. with Rain

Monday Nov 2nd

This day fore Part Light wind from the S.E. Steering By the wind On the Starboard Tack Employed In Clearing ship three Sail In sight mid Part Blowing a Gale from the S. Latter Part under Lower Topsails & Courses Steering By the wind On the Starboard tack

Tuesday Nov 3rd

This day Blowing Strong from the S. Steering By the wind On the Starboard Tack mid Part Blowing a heavy Gale from the same quarter Latter Part moderate with wind from the S.W. Steering E. S. E. By S. At 10 A.M. Raised A Sail sperm whale Lowered A Boat & took him Alongside

Wednesday Nov 4th

This day fore Part Employed In Cutting Sperm Running could not do much Last Night down All dark Shifted Cutting Again At daylight & got In the Body & Sunk Let the Case go

Thursday Nov 5th

Lat 4.30 This day Light wind from the S.W. Employed
Long In Boiling mid & Latter Part the same
Steering E. S. E. By E. ~~most~~ Boiling

U. S. Revenue Cutter Service

Friday Nov 6 11

This day Light winds from the N. W. Steering E. By. S ½ S. finished Bending Sail & Latter Part Employed In Sending down Setting & Boat Gear Crows Nest & got Lighted The Lamps At daylight Point Reyes

Saturday Nov 7 11

This day Strong Breeze from the N. W. Steering S. E. & E. Employed getting up the Cables & Cleaning up Deck At Eight Oclock P. M, Lighted Point Reyes Light Bearing E. 15 miles & At 9, P. M. Farallon Light Bearing S. E. & E. At 1,30 A. M. Snuffed & trimmed Lamps & Cleaned Decks At daylight Kept Off Again E.

Sunday Nov 8 11

This day At 9, A, M. took the Pilot Boat sea green, furled All Sail At 11, A. M, Passed Fort Point Light & At 12,15 P. M. Let go Our Anchor Off the City San Francisco Dor ends this Voyage Off the good Bark William Bayles

1871

Journal of the Ship William Hayes of N. London
Tues Dec 5th
Latter part took the Pilot Boat Above 9 A.M
and Started on a Whaling Voyage with a Crew
of 41 Men all told. The Pilot Boat left us
about 11½ A.M heading along by the wind from
NE & E/N steered the Straits below

Wed Dec 6
first part — strong breeze with rain from the S.E and W.S.W
took in some of the light sails, housed topsails and
got Crow's. Middle part the same, latter part
moderate breeze from the W.S.W set the light sails

Thur Dec 7 Lat N.C.C
First part strong breeze from the W.S.W steering S.S.W
took in the top Gallant sails. Watch busy getting
the Boats ready for Whaling nothing in sight
Middle part the same. Latter part fresh breeze
more to the W.S.W. Made all Sail Watch busy
coiling Lines for the Boats

Fri Dec 11 Lat 33.55 North Long 125.10 West
First part strong breeze from the W.S.W steering
S.by E with all Sail set Watch still busy getting
the Boats ready nothing in sight at noon
middle part the same. Latter part moderate breeze
Watch busy fixing the Cutting Stage

Sat Dec 12 Lat 31.C.C. Long 124.
First part moderate breeze from the W.N.W steering
S.S.E with all sail set. finished the Cutting
Stage and Spar it out. nothing in sight
Middle part mild light, latter part Watch busy on
the Mate Tackle pendents & the fall

Sun Dec 13 Lat 29.23 Long 124.53
First part Spent a calm, Watch cleared up deck
and washed off. nothing in sight, Middle part
the same. Latter part a light breeze from the W.N.W
steering S.E.by.E. Shot several Porpoises
Sun, and Split Boat-steer is off not Sick

1891 Journal of the Sailing Bk William Hayes

Mon Dec 14 Lat 28.5-3. North Long 124.35- West
First part begins with a light breeze from the W.N.W
steering E & S.E. with all sail set. Saw several Finbacks
middle part a calm, latter part a little breeze from the Nd
Watch repaired the Old Fore sail and bent it and
put up the old upper fore Topsail

Tues Dec 15 Lat 28.30. Long 23.36.
First part begins with a very light breeze from the West
steering N.E by E. Watch repaired the old Upper Main
Topsail Yard bent it and put the other one and
Fore sail in a Yard. Nothing in sight
middle part the same, latter part light breeze from
the N.N.E. Watch broke out their Yard repaired
the Old Lower fore Topsail and bent it-

Wed Dec 16 Lat 28.00 Long 122.33
First part begins with light breeze from the
N.N.E steering E by S both Watch sent down
the Lower Main Topsail, and sent up the
one that was forward. Middle part, the same
latter part a nice breeze, Watch busy repairing
the Old Main Sail

Thur Dec 17 Lat 26.5-7 Long 121.08
First part begins with a good breeze from the N.N.W
steering E & E. Watch still to work on the
Old Main Sail. Nothing in sight. Middle part,
the same. Latter part. Watch still to work on the Main sail

Fri Dec 18 Lat 25-32. Long 118.35.
First part begins with a good breeze from the N.N
steering E & E. finished the Old Main Sail and
bent it, and repaired the other and put it away
Nothing in sight to day. Middle part the same
latter part wind the same, Watch bent the
Main ~~sail~~ Gutand Stay sail, and repaired the
Old Fly Jib and bent it

Capt - Benjn. D. Silvernail

Sat Dec 19 Lat - 24.11 North Long 116.11 West
First part begins with a good breze from the NW by
Steering E & S & West repaired the old fib
and bent it, and repaired the other fib and
Fly fib and put them away nothing in sight
Middle part the same. Latter part with light
Winds repaired the old fore top mast Stay sail
and Rove new main braces 2½ in Rope and set
up the fib and Fly fib Stays

Sun Dec 20. Lat 23.22. Long 114.17
First part begins with light breze from the NW by W
Steering E by S. nothing in Sight to day
Middle part the same, Latter part Moderate breze
Steering E half S Saw Fin Back

Mon Dec 21. Lat 22.54 Long 112.34
First part a good breze from the NNE Steering
E half S. Saw Humpback Whales. Middle part the same
Latter part Wind Moderated and Hauled to the NNE
Watch broke out between decks on the Starboard Side
At daylight Saw Land that we called Cape St Lucas
Tues Dec 22. Lat 22.14 Long 109.48
First part light breeze from the NW E Heading
along by the land to the East Saw a three masted
Schooner and Black Fish. Middle part the same
Latter part Watch employed in Ships duty

Cape St Lucas California

Wed Dec 23. Lat 21.59 Long 107.58
First part Steing breze from the N.W. E.
heading along by the land to the East on the port
tack Stood in with light Sails, and got the
Chain up and bent on and got the Anchor
ready to let go. Saw a Schooner and Fin Backs
Middle part more ship, and took in the Top Sails
and Fore Sail and Main Sail, Latter part
Strong breeze from the N.W by W more ship and at
day light - Saw Maria Island and Isabella
Island, Made all Sail working up towards
the Islands. Tom Ma Keith Boat Steerer
on duty

1891 Journal of the Whaleing Bk Wm. Bayliss

Sun Dec 24. Lat 21 0 S
First part a strong breeze from the N.N.W.P
standing towards the Islands at Sundown
took in the light sails and laying off and on
at Maria Island. Middle part the same
latter part light-breeze Mode all sail
heading in towards the Island

Fri Dec 25. Maria Island
About 1 P.M. we anchored at Maria Islands
in about 4 fathom of Water. the Captain went
on shore with 2 Boats for Wood, Came on
board without any. Latter part called
all hands at day light and 12 of the men
refused to turn to on account of it being
Christmast day. So went to Smoking ship

Sat Dec 26
First part while Smoking the ship at 4 P.M. took off
the hatches and opened ship fore and aft
latter part called all hands at day light
and took the deck pot out of the hatch and put it
forward, got breakfast and the Capt went on shore
with 3 Boats and went to bringing off Wood
3 of the men deserted. The Capt sold the old Mainsail
for Wood

Sun Dec 27
First part still bringing off Wood, and about
6 P.M. the Capt came on board with all the Wood
14 Boats loads and took our Anchor and left
Moderate breeze from the N.N.W.P. Middle part more
ship, latter part light breeze laying off and on
in hopes to get the men that deserted

Mon Dec 28 Lat 21 5 S Long 106 W
First part mid light from the N.W.P still laying
off and on. Saw a Porpoises and Killers. John Smith
is off duty again; Middle part the same. Latter part
Watch scraping the Mainmast and taking it down
out of the Rdn and putting it into Casks

Benjn. D. Cleveland Master

Tues Dec 29

First part a good breeze from the N^ps, Watch scraping the fore mast and taking boat out of the Run About 1 PM I sent the third mate Mr Williams ashore on shore at Maria Island to see if they had got those 3 men that had deserted. but they had not got them so came on board without them, at noon took in some of the Light sails, laying off at Isabella Island Middle part the same. Latter part standing in towards one of the Islands, the third mate Mr Williams went off on board of a Schooner with some Cattle for the Whaler we got our Wood from at Maria Island. The names of those men that deserted were Frank Smith. Lee Biggs and Oscar Olson.

Wed Dec 30 Lat N^o 0 Lo

First part a good breeze from the W N W steering S W by W with all sail set Watch finished scraping the fore mast and Varnished the fore mast and Main Mast and got all the boat up out of the Run, Middle part a Calm, latter part Watch Varnished the fore and Main Mast and taking Stone ballast out of the after hold and putting them down in the Run

Thurs Dec 31

First part mind very light from the N W Watch still taking stone out of the after hold and Scraped the Spanker Boom. Middle part the same: latter part moderate breeze steering S W half W. Watch busy stowing the stone for ballast out of the Run and put Water casks back in the after hold, in the place of the stones finished the after hold

1892 Journal of the Whaling Bk William Bayliss

Fri Jan. 1 Lat 20.09 North Long 107.52 West
First part a good breeze from the N.W. steering S.W. left off Wh. Watch they Varnished the Larger Boat and Spanker Boom and washed off decks. Middle part the same. Latter part strong breeze, Watch filled the fly jib sheets and other sails

Sat Jan 2 Lat 18.37 Long 110.24
First part strong breeze from the N.N.E. at 3 Oclock saw the Island of Socorra both ends at dark Sails and at Sundown wore ship. Jon McKeith is on duty age
Middle part, wore ship heading in towards the Island
Latter part Set the light sails, and about 11 A.M. we Anchored in 12 fathoms of Water off the Island of Socorra and furled the sails

Sun Jan 3. The Island of Socorra
First part strong breeze from the N.N.E. busy breaking out Water and scraping Mast and took the new Boat down off the Hatches to put on the Cranes for the waste Boat and took the Old main Boat and put her on the Starboard bow Cranes. Latter part Mr Morgan our fourth Mate took his Boat and went a fishing and about 10 A.M. we was dragging our Anchor so we hove it up and left the Island under short Sail. The Boat got quite a number of Fish

Mon Jan 4
First part strong breeze from the N.E. laying to under Stay Sails on the port tack the Island still in sight, Middle part the same, Latter part wind moderated, All hands busy Siting up the Rigging forward and scraping the fife rail fife Boom and Skating the Rattlings

Tues Jan 5
First part moderate breeze from the N.N.E. laying to under short sail, so as to get the land dead the Island still in sight, still to work on the Rigging Middle part the same. Latter part more breezes busy Siting up the fife rail fife Boom and fitted the Rattlings

1892 Bengaa D Cleveland Master

Wed Jan 6
This day light breeze and pleasant weather steel laying to under short sail. busy Taring the Back stays forward and lower fore Rigging and painting the Iron work the Island still in sight. Middle part the same. latter part busy taring down fore and aft and painting the wire stays and Iron work

Thurs Jan 7 Lat NC OB
This day begins with light breeze and pleasant weather finished taring down and painting stays. the Island still in sight. Middle part the same, latter part good weather busy painting the Iron work and Skyeele Poles and Oiling the deed Eyes

Fri Jan 8 Lat NC OB
This day begins with light breeze and pleasant weather. busy washing ship in side ready for painting, the Island still in sight Middle part the same. latter part good weather busy painting ship in side

Sat Jan 9 NC OB
This day light breeze and pleasant weather finished painting in side, the Island still in sight Middle part the same. latter part still good weather busy painting the ends of the yards and heads of the masts. still laying to under short sail

Sun Jan 10
This day begins with light winds from the NE finished our painting aloft and in side the Island still in sight Middle part the same latter part good weather Set the stay sails and fibs. Nothing doing as it is Sunday

1892 Remarks from on board the Whaling. Bark

Mon Jan 11 Lat 15.03 North. Long 111.23 West
This day begins with light breze from the N'rd
Midle part the same, latter part pointing the two
Spare Spars that are on deck

Tues Jan 12. Lat 17.52 Long 112.04
This day begins with light breze from the N N W
and the lower fore Top sail. at 9am saw a large Merchant Vessail heading to the N.
Midle part the same. latter part a good breze
Made all sail Steering W by N Watch Rove
New falls to the two Bow Boats 2 to each Rope
and Blocks cut Worke

Wed Jan 13. Lat 15.04 Long 112.55
This day begins with a good breze from the
N W & Steering W by N Watch busy Overhauling
Blocks to the Boats. Midle part the same, latter
part at day light saw Rosa Island about 30 Miles ft.
Watch busy in the Starboard bow Boat to repair her
Mast over hauling Blocks

Thurs Jan 14
This day begins with a good breze from the N W &
Steering W by N with all sail set. Midle part
the same. latter part good weather, Watch rove new
fore Top sail Halyards 2 to 11 fts and a new fall
to the Larboard and Starboard Boats and overhauling Blocks

Fri Jan 15 Lat 19.11 Long 117.02.
This day begins with a good breze from the N W
Steering W by N. Watch rove new Main top gallant
Braces and Spanker down haull. Cordage 2 inch 1 fts
and over hauling Blocks, finished repairing the
Starboard bow Boat. Midle part the same. Latter part
part Weather, put the Starboard bow Boat and
on the Beame and broke out Beef and Pork
and over hauling Blocks

1892 William Bayliss . Benjm D Cleveland Master

Sat Jan 16 Lat 19.40 North Long 119.10 West
This day begins with light breeze from the NE steering W by N with all sail set. Saw a fin back Middle part the same, latter part busy putting up the fore stay for the Middle Staysail.

Sun Jan 17 Lat 19.48 Long 120.55
This day begins with light breeze and pleasant weather wind from the Nd steering W half N with all sail set. finished the stay and set the Middle staysail saw Grebnpisces. Middle part the same. latter part good breeze

Mon Jan 18 Lat 20.09 Long 123.03
This day begins with a good breeze from the Nnd steering W. half N with all sail set Nothing in sight Middle part squally; latter part good weather Watch employed in ships duty

Tues Jan 19 Lat 20.40 Long 125.25
This day begins with a good breeze with Squalls from the Nd, steering W half N with all sail set nothing in sight. Middle part wind hauled to the E N E. latter part wind ahead same. Watch busy painting the Larboard Boat and making a yard out of the Old fore top sail yard. William Macoy one of the men forward was below his watch on Deck and had some words with the Capt &c we put him in Irons and down in the Main hatch

Wed Jan 20 Lat N 21 06
This day begins with Moderate breeze from the E N E steering W.N.W Painted the Larboard Boat Nothing in sight. Middle part the same. latter part good weather. Watch busy painting the Boats and Working on the fore top gallant Yard and other ships duty

1892 Remarks from on board the Whaling Bk. William Baylis

Thurs Jan 21 Lat 21.11 North Long 130.26 West
This day begins with moderate breeze from the N.E
Steering W.S.W. finished painting the Boats
William Macy still in Irons and down below
sick. Nothing in sight. Middle part the same
Latter part Fresh weather busy Overhauling and Repairing

Fri Jan 22. Lat 21.29 Long 131.23
This day begins with Moderate breeze from the
N.E Steering W.S.W. took William Macy out of
Irons and he turn to. Watch busy overhauling
the Cutting Blanks and after ships duty
Middle part the same. Latter part fresh weather
Watch busy Overhauling the Windlass

Sat Jan 23 Lat 21.33. Long 134.47
This day begins with light Breze from the N.E
Steering W.S.W. with all sail set. Saw Black Fish
Middle part mind the same. Latter part Watch broke out
Water and filled up 2 in the ground with Salt Water

Sun Jan 24. Lat. 21.33 Long 134.00
This day begins with very light breze from the E.N.E
Steering W.S.W. finished the New fore top gallant
Yard and painted it. Nothing in sight
Middle part mind the same. Latter part mind very light

Mon Jan 25 Lat 21.37 Long 137.25
First part had a rain squall from the S.W at sundown
I deem nothing in sight. Middle part the same
Latter part mind very light

Tues Jan 26 Lat the Ob
This day begins with strong breze and squally
from the N.N.W Steering W.S.W set sail employed
in ships duty. Saw Sharks Middle part the same
Latter part mind moderated same

Benjm D Cleveland Master

Wed Jan 27 Lat 20.42 North Long 139.42 West
This day a good breeze from the N.E. steering W.half S. watch employed in ship duty nothing in sight middle part mod. the same. Latter part hauled to the N.E. and moderated some

Thurs Jan 28 Lat 21.55 Long 144.02
This day begins with a good breeze from the E.N.E. steering W.half S. watch employed in ship duty nothing in sight middle part the same. latter part moderate breeze

Fri Jan 29 Lat 22.19 Long 146.26
This day begins with moderate breeze from the E.N.E. steering W.half S. watch employed in ship duty nothing in sight. Middle part the same. latter part good weather watch reeve new main top sail Braces part of a coil 2¾ rope

Sat Jan 30. Lat 22.10 Long 148.30
This day begins with moderate breeze from the E.N.E. steering W.half S. watch employed in ship duty nothing in sight middle part mod. the same, latter part strong breeze and rugged

Sun Jan 31 Lat 22.45 Long 151.50
This day begens with strong breeze and rugged from the E.N.E. steering S.W. half W. watch broke out Water and filled up 2 in the ground tier Salt Water nothing in sight middle part the same. latter part squally

Mon Feb 1. Lat 21.20 Long 155.10
This day begens with strong breeze and squally from the N.E. steering S.W. at Sun down took in all Sail Except lower Top sails and fore and Mizen Stay sails. and hauled on the wind on the Starboard tack nothing in sight middle part the same. latter part at daylight made Sail and Steered W.S.W and soon after saw the Islands of Kauai and Mowee

1892 Remarks from on board the Bk William Bayliss

Tues Feb 2 Lat N C Ot Cruising

This day begins with strong breze and rain squalls from the Ward, steering W N W down along the land the Island of Maui and Molokai in sight at sundown took in all sail except lower T'gs sails and stay sails, and hauled on the wind on the starboard tack. Middle part took in the lower fore Topsail. Latter part blowing strong more ships heading in towards the land

Wed Feb 3 Cruising of the Islands

This day blowing a gale with heavy squalls from the Ward took in the lower main T'gsail and laying to under fore top mast staysail and mizen stay sail. The Island of Molokai in sight also saw a Steamer and a Bark, middle part the wind moderated, and the lower T'gsails latter part good weather. Made all sail wather ward off new fore T'gsail down hall and fore top sail clewing 2 ½ inch rope and fore top gallant-Buntlining 2 inch rope

Thur Jan 4 Lat N C Ot Cruising of the Island

This day begins moderate breze from different parts of the Compass, wather employed in ships duty saw fin barks, and at sundown took in some of the light sails. Middle part the same latter part-good weather made all sail the Island of Molokai and a Whaling Bark in sight-

Fri Feb 5 Lat-

This day begins with light breze from the E/N/E heading along by the wind, About 2 PM spoke the Whaling Bark Sea breze and the Capt came on board of us and I went on board the Bark a while. Middle part the same, Latter part good weather, wind light and baffling land and the Bark in sight-

1892 Bryan D. Cleveland Master.

Sat Feb 6 Lat N 2 Ob Cruising off the Island of Mokie
This day begins with a good breeze from etc E1/2 S
heading along by the wind at Sundown more
ship Sand took in some of the light sails
Middle part more ship. Latter part good weather
Watch broke out Flens and Water

Sun Feb 7
This day begins with light winds from the E and
Cruising off and on the Islands the Island of
Warhoo and Molikie and Several sail in sight
Middle part about a calm. Latter part a light breeze

Mon Feb 8 Lat N 2 Ob
This day begins with light baffling winds
working the ships to windward Island of Warhoo
and the Bark Sea Breeze and fin backs in sight
Middle part the same. Latter part Strong breeze
took in the light sails and upper Topsails
Bent new Main Royal Sheets 2 inch rope
and Main Royal Braces 1¼ inch Rope

Tues Feb 9
This day begins with light baffling winds mode ate
sail working to windward. The Island of Warhoo
and Molikie Sand Sea Breeze in sight, Middle part
a calm. Latter part a calm. About 9 A.M. the Capt
went on board the Bark Sea Ranger the Watch
overhauled the lifts forward

Wed Febr 10
This day begins with a light breeze from the S by W
Steering W by S about 8. A.M. the Capt came on
board the two Barks and Molikie and Warhoo
and Humpbacks in sight, Middle part the same
Latter part good weather, gamed the Brig S. A. Boston
the Sea Bridge and Black Fish in sight
John Knocker a man forward is off duty with bad Eyes

1892 Remarks from on board the Whaling Bk William Baylis

Thur Feb 11 Lat N Lon [illegible] of the Islands
This day begins with light breye from the S & W
about 3 PM left off gamming and steering W.
Middle part the same / latter part wind hauled
to the E & E working to windward, latter part
over hauling foot Ropes and Leffs

Fri Feb 12
This day begins with moderate breye from the
E & E working the Ship to windward
saw a Steamer bound in to Honolulu and one
bound out. the Island of Molikai and Waikoo in sight
Middle part Squally, took in the Main top gallant
sail. latter part a good breye

Sat Feb 13 Lat N Lon
This day begins with a good breye from the E N E
still working up to windward, the Islands of
Molikai and Mowee in sight, Middle part the same
latter part Squally, Watch busy breaking out
Bread and Beef and Pork

Sun Feb 14 beating back and forth
This day begins with Moderate breye from the E N E
still working up to windward. Watch broke out
Waters the Islands of Mowee and Hawaii in sight
at Sundown took in some of the light Sails
Middle part wind hauled to the S S E, latter part
good weather still working to windward

Mon Feb 15 Cruising back and forth off the Islands
This day begins with a good breye from the S S E
working back and back to windward saw Humpbacks
Middle part the same, latter part Strong breye

Tues Feb 16 Lat 2 10 9 Long 15 5 19
This day begins with Moderate breye from the S S E
still working to windward back and forth, saw Humpbacks
and the Island of Mowee and Hawaii Middle part
the same, latter part good weather Watch busy over
hauling the foot-Ropes

1892 Bengar D G Cleveland Master

Wed Feb 17 Cruising off Sk Islands
This day begins with a calm. Wash Decks Made new upper fore Top sail foot Rope. Sk Islands of Mowee and Kaowi in sight Middle part the same latter part a light baffling breeze Steering for the passage between Kaowie and Mowee

Thur Feb 18 Lat NE 06
This day begins with a calm Washt Bay ever hauling foot Ropes, Made a new upper Main Top sail foot Rope, At Sun down had a rain squall John Kanacker is still off duty. Middle part the same latter part a good breeze with rain for a while

Fri Feb 19
This day begins with a calm and rain, passed the Steamer Belvedear a while. Middle part a light breeze. Latter part Moderate breeze from the N to Steering SW Washt Made a new fit foot Rope

Sat Feb 20
This day begins with a Moderate breeze from the E S E Steering S S W through the passage between Kaowie and Mowee. the Steamer Belvedear in sight Middle part the same Latter part light breeze Washt bent the new Mizen Staysail

Sun Feb 21 Lat NE 06
This day light breeze. Spoke the Bark Alice Knowles and Steamer Belvedear and broke out Water and filled up a Cask in the ground with Salt Water, Middle part a calm Latter part a light breeze from the E to NE Steering S by W

Mon Feb 22
This day begins with a Moderate breeze from the E to NE Steering S S W. at Sun down took in the Main sail and light sails and hauled on the wind on the port tack. John Mays and William Moran got to fighting among themselves and I put them in Irons, at Sun down took them out of Irons

1872 Remarks from on board of Whaling BK William Baylis.
Cruising off the Islands
Middle part more ship. Latter part Made all
sail North, Repaired the Mizzen top mast Staysail
Saw the Whaling Bark Brakeley and 2 other Sail

Tues Feb 23
This day begins with a moderate breeze from
the E & N.E. Heading along by the wind at sundown
took in the light Sails and layed aback
North made another new Boat Rope for the fish
Land and several sail in sight. Middle part
wind Hauled to the E & S. Latter part Made all
sail heading along by the wind

Wed Feb 24
This day begins with a Calm North employed
in ship duty Several sails and Land in sight
at 4 PM lowered all Boats to practice the
Crews. Middle part Still a calm Latter part
a light breeze from the E & N

Thur Feb 25
This day begins with a light breeze from the E & N
heading along by the wind Several Whalers
and the Islands of Warhoo and Molokai and
Humpbacks in sight. Middle part the same
Latter part a good breeze from the East
Caned the Bark Edward Herman

Fri Feb 26 Lat N & O L
This day a good breeze from the East at Sundown
left off gaming. the Islands of Molokai and
Warhoo and Several sails in sight
Middle part wind the same. Latter part Strong
breeze took in the Upper Top sails

Sat Feb 27
This day begins with Strong breeze from the E & N E
heading along by the wind the Island of Molokai and
Warhoo and 2 sails in sight at sundown furled
the fit and fore sail. Middle part wind Moderate
Latter part good weather Made all sail
John Kanacker is on duty again

1892 Benjn D Cleveland Master

Sun Feb 28 Cruising off the Islands
This day begins with a moderate breeze from the East heading along by the wind. at sun down took in some of the light Sails. Several sails in sight Middle part the same. latter part good weather made all sail

Mon Feb 29
This day moderate breeze from the East Cruising about to windward of Wirkoo, several sails and Schr barks in sight. Middle part the same. latter part strong breeze, about 9 AM the Capt went on shore at Honolulu for letters. Took on board Water

Tues Mar 1
This day strong breeze from the N E the Capt came on board about 1 PM working to windward tack and tack several sails in sight Middle part the same. latter part made sail and during the fore noon busted our fly jib and sent it in and repaired it. strong breeze took in the light sails and upper Top sails

Wed Mar 2
This day strong breeze from the E N E working to windward tack and tack under lower Topsails. and fore sail and Staysails, several sails in sight. Middle part wind moderated some set the Main Topsail. latter part set the upper fore Topsail Reef main Topsail lower fore Topsail Braces

Thur Mar 3
This day strong breeze from the N E working to windward tack and tack under lower Topsails and fore sail, the Islands of Wirkoo and Molokai and several sails and Schr barks in sight Middle part wind the same. latter part moderated some set the upper Topsails and Main top gallant Sail working to windward of Wirkoo with employed in ships duty

1872 Remarks from on board the Whaling Bk William Bayliss

Fri Mar 4 Cruising off the Islands of Walkor and Malakii
This day strong breeze from the N.E. working to
windward both and both saw several sails and steamboats
Middle part the same. Latter part took in the Upper
Topsails. William Macoy one of the men forward
had some words at the Wheel with the Capt
and we put him in Irons and down in the run

Sat Mar 5
This day strong breeze from the N.E. took in the
fore sail and set the fore staysail at Sundown
took William Macoy out of Irons and he went
on duty, several Sails and Land in sight
Middle part the same. Latter part Set the fore sail
and upper main Topsail

Sun Mar 6
This day strong breeze from the East heading along
by the wind under short Sail. Middle Part the
same. Latter part Moderate breeze Mode sail
heading along by the wind

Mon Mar 7
This day begins with light breeze from the East
heading along by the wind to the Windward of
Warkor. Saw Black Fish and 2 Sails. Middle part
a Calm latter part, little breeze Mode all sail
Watch broke out Water

Tues Mar 8
This day begins with Cloudy weather and Soon after
strong breeze with rain (laying aback with
top Sails out, Spoke the Brig F. A. Barstow
middle part the same, Latter part strong breeze
working to windward under lower Topsails
and Stay Sails. Several Sails and Land
in sight—

1892 Bergen D Cleveland Master

Wed Mar 9 Cruising off the Islands
This day strong breeze from the Nrd Stile working
to windward under lower Top sails and Stay sails
Latter Harbor and Molokai, several sails in sight
Middle part the same, latter part good weather
Made sail and run down off Honolulu

Thur Mar 10
This day a good breeze from the Nrd about 2 PM
lowered the Boat Boat and took the Capt on shore
Boat came on board and we stood off and on
waiting for the Steamer. Middle part took in the
Main Sail and light Sails. Latter part strong
breeze furled upper fore Top sail and Fore sail
and Set the fore and Main staysail

Fri Mar 11
This day strong breeze and rugged from the Nrd
Stile working to windward under short sail
saw the Steamer from San Francisco go into
Honolulu. Several sails in sight
Middle part the same. Latter part Set the Fore sail
and Mainsail and went into Bay and met
a Boat from shore with a letter from the Capt
and then stood out again

Sat Mar 12
This day strong breeze from the N E working
to windward under Close Top sails and fore sail
Middle part Keeping aback. Latter part Went in
as far as the Buoy and Anchored in 30 fathoms
of Water and the Water Boat came along side
and we took about 175 Barrels of Water and Potatoes
and Onions and Bananers

Sun Mar 13
This day begins with a strong breeze from the N E
about 7 PM have our Anchor up and set our
Top sails and Fore sails and Main sail and
Work to windward, Middle part the same. Latter
part Still a strong breeze took in the upper Topsails

1892 Remarks from on board the Bark William Bayliss

Mon Mar 14
This day begins with strong breze from the N.E. set the upper main top sail and fore sail Stile bearing & unidered of Diamon Head. Middle part the same. Latter part wind the same at day light steared off and went into the bay and layed about

Tues Mar 15 left Honolulu
This day begins with a good breze from the N.E about 7 AM the Capt and Pilot Reader Mr T. Bifford came on board, and we layed arround and at 9 PM went into the Bay and a Boat came off with a man to go in the ship then we Made all sail steering S.W by W. Middle part the same Latter part strong breze took in the light Sails Watch busy putting the Onions into Baskets

Wed Mar 16
This day strong breze from the E.N.E heodering along by the wind Watch broke out the Slop Chest and the Capt gave the men clothes. Middle part the same. Latter part Made all sail

Thurs Mar 17 Lat 22.30 Long 15-9.10 West
This day begins with a strong breze from the East steering W.W.W took in the light Sails. 3 Sails in sight Middle part the same, Latter part good weather Made all sail. Watch employed in ships duty

Fri Mar 18 Lat 24.46 Long 160.14
This day a good breze from the East steering W by W with all sail set 2 Sails in sight Middle part the same. Latter part. light breze wind hauled to the S.E. Watch broke out Buf

Sat Mar 19 Lat 2646. Long 160 15
This day light breze from the S.E steering W by W with all sail set Watch sent up the Royal Mast Middle part the same. Latter part wind hauled to the N.E heeling along by the wind. Watch Made new cutting Gibs. one sail in sight

1892 Begins D Moreland Master

Sun Mar 20 Lat 27.50 North Long 160.12 West
This day begins with a light breeze from the NE
heading along by the wind. Middle part the same
latter part wind very light

Mon Mar 21 Lat 2822 Long 160.31
This day begins with a Moderate breeze from the
E by E steering W by W with all sail set
working in sight. Middle part the same
latter part good weather

Tues Mar 22 Lat 3005 Long 161.02
This day light breeze from the E & S E steering N by W
with all sail set. Nothing in sight
Middle part the same. Latter part good weather
Watch sent down the Main top gallant sail
and repaired it and sent it up again

Wed Mar 23 Lat 31.36 Long 161.22
This day light breeze from the S E steering N by W
with all sail set Nothing in sight
Middle part the same. Latter part wind very light

Thur Mar 24 Lat 3256 Long 161.26
This day light breeze from the S S E steering
N by W with all sail set Watch broke
out Water Nothing in sight, Middle part the same
Latter part Cloudy and wind very light

Fri Mar 25 Lat 33.58 Long 161.32
This day begins with light breeze from the NNE
steering W W by W Watch broke out Pork nothing in sight
Middle part the same. Latter part Cloudy and Rain Slight

Sat Mar 26 Lat 3600 Long 162.53
This day begins with a light breze from the S E
steering N W by W with all sail set Nothing in sight
Middle part the same. Latter part good weather
Watch Made new fly jib Pendents

1892 Remarks from on board the Whaleing Bk William Baylies

Sun Mar 27 Lat 37.11 North
This day begins with light breeze from the N.E. steering N.N.W. with all sail and nothing in sight middle part the same. Latter part cloudy

Mon Mar 28 Lat 38.20 Long 162.24 West
This day very light breeze from the S.S.E. steering W.N.W. nothing in sight. Midle part the same. Latter part a good breeze and foggy part of time

Tues Mar 29 Lat 40.22 Long 162.42
This day begins with light breeze and foggy from the S.E. steering N.N.W. nothing in sight middle part the same. Latter part a good breeze

Wed Mar 30 Lat 43.29 Long 162.55
This day begins with a strong breeze from the S.S.E. steering N.N.W. foggy weather nothing in sight middle part Fluid hauled to the S.S.W. took in some of the light sails. Latter part strong breeze and rugged took in the upper fore Topsail and took the Starboard bow Boats up on the upper Braces

Thurs Mar 31 Lat N.C.O.
This day strong breeze and rugged from the S.S.W. steering N.W. nothing in sight. Midle part the same. Latter part Fluid hauled to the S.E. a while then hauled back to the S.W. strong breeze with rain, took in some of the light sails

Fri April 1 Lat 47.47. Long 166.20
This day begins with a strong breeze and a heavy fog from the S.W. steering N.N.W. half W. nothing in sight. Midle part took all the light sails and upper fore Topsail, Latter part Fluid moderated some, set the upper Topsail and light sails steering N.N.W. by W.

1892 Benjn. D. Cleveland Master

Sat April 2
This day strong breeze from ESE steering WNW by W. nothing in sight. Middle part wind hauled to SE and squally, latter part strong breeze took in all sail and upper fore Topsail, and put the foot boom Boat up on the upper cranes

Sun April 3 Lat 49.21 Long 170 1/2 West
This day strong breeze with hail from SE heading along by the wind, at sundown took in the Mainsail and put the Main Staysail nothing in sight, Middle part the same. Latter part wind died out and was a calm with good

Mon April 4 Lat NE Ob
This day begins with a moderate breeze from the ESE steering NW by W. half W. with all sail set. Saw fin backs Middle part the same. Latter part strong breeze took in the light sails and upper Topsails and Main sail

Tues April 5
This day begins with a gale from the SSE hauled in the wind and took in the lower fore Topsail and Fore sail keeping to under lower Main Topsail and Staysails blowing strong with hail squalls nothing in sight Middle part wind Moderated. Latter part made all sail, and about 11 AM saw land one of the Fox Islands

Wed April 6 Entering Sea
This day a good breeze from the WSW steering E. down along the land for abt 72 hours Middle part the same. Latter part strong breeze came through the Sea Guam pass from the Pacific Ocean into the Bearing Sea.

1892 Remarks from the Whaling BK William Bayliss
Bearing Sea

Thurs April 7 Lat N 60 Long
This day begins with strong breezes from the S & E
at 4 PM two Boats went in a fishing came
on board without any, made sail steering
N W by W the Island of Sea Otter in sight
Middle part the same. Latter part mild light
with rain and Snow

Fri April 8 Lat 54.49 Long 176.08
This day begins with a light breeze with rain and
fogs from the S & E. Steering N W by W with all
sail set. Nothing in sight. Middle part the same
Latter part mild Hauled to the N W by strong breeze
took in the light Sails

Sat April 9 Lat 54.47 Long 177.05
This day begins with a strong breeze from the N W by
heading along by the Island. Hatch broke out Bow and
Port. Nothing in sight. Middle part the same. Latter
part good weather Made all sail

Sun April 10
This day begins with a light breeze from the S and Steering
N W by W. half W. one Sail in sight middle part the same
Latter part strong breeze, took in the light sails
and set her Topsails and Mainsail and Fore sail

Mon April 11 Lat 58.11 Long 179.00
This day begins with a gale from the S S W
took in the lower fore topsail and hauled up the
mind under lower Main Topsail and stay sails
Nothing in sight Middle part the same. Latter part
mild Moderated and we Made all sail Steering
N W by W half W

Tues April 12 Lat N 60
This day begins with a strong breeze from the S S W
Steering N W by W at Sundown took in the light
Sails and set her fore Topsail, nothing in sight
Middle part the same. Latter part Made all sail

1892 | Benjn D Cleveland Master

Wed April 3 Lat 61.20 North Long 179.05 East
This day begins with a moderate breze from the Sd steering N' NW by N. half N. middle part fresh shifts. latter part more shifts and Stood all Sail. at day light saw ste Bark Calafornia and after breakfast the Capt came on board of us, and about 10 A.M. Raised the Ice. crossed the Meridean 180 degrees one day a head

Fri April 14 Lat 64.42 Long 179.55 East
This day strong breze and foggy from the Sd Eastward around in the Ice under short Sail middle part thick fog. latter part fast in the Ice the Calafornia and Brig F A Barstow in sight

Sat April 16
This day begins with a light breze with fog squalls from the Sd still in the Ice with the wheel takles in middle part a calm. clewed up all sail, latter part got a breze and Stood all sail. Cape Naverin and Cape Thadeous in sight about 40 miles off

Sun April 17 Lat N° E°
This day moderate breze from the N Sd got out of the Ice about one PM working to windered with all sail saw 3 whalers and Land and Ice in sight
middle part the same. latter part strong breze

Mon April 18
This day begins with a strong breze from the N by W
ganged the Bark Belvedear and about Sundown the Calafornia lowered for a Whale Land and several whalers in sight. middle part working to windered. latter part wind the same working leads in the Ice up towards Naverin

Tues April 19
This day moderate breze from the N by W working leades in the Ice. Bark repaired the fore top mast staysail. Several Sails and plenty of Ice and Land in sight
middle part the same latter part still working leads in the Ice

1892 Remarks from on board the Whaling Bk William Baylis

Wed April 20 Lat 71 0f
This day Moderate breeze from S/W working leades in the Ice towards Cape Hoveen. plenty of Ice and bergs and several sails in sight Middle part fast in the Ice. Latter part working leades Saw a Sch with Boats down. Latter part our Boats

Thur April 21
This day light breeze from the S&E working leades in the Ice. Saw 2 Ships with Boats down Middle part Laying in the Ice in a calm. Latter part Ice calm and thick fog

Fri April 22 Lat 70 0f
This day begins with a calm laying in the Ice under short sail. Saw several Ships with there Boats down the Bark California struck a Whale and lost him. Middle laying aback in the Ice Latter part a good breeze from the S/E working leads about 9 AM I raised a Bow head lowered all our Boats but did not see him again

Sat April 23
This day Moderate breeze from the S/W working leades Watch filled up 5 Casks with Salt Water in the fore hold to turn the Ships at Sundown Mode fast to the Ice several sails in sight. Middle part the same Latter part Cast off from Ice and went to working leades Watch Cove off the Cutting falls

Sun April 24 Lat 70 0f
This day Moderate breeze from the E S/E and Cloudy Mode fast to the Ice and took in all sail several sails and plants of Ice in sight Middle part the same Latter part Still Mode fast to the Ice. foggy with Snow

Mon April 25-
This day begins with a small breeze and increasing from the East Still Mode fast in the Ice with all Sail furled. Middle part the same Latter part Cast off from the Ice and made sail working

1892 Begin D Cleveland Master

Tues April 26 Lat 66 06
This day moderate breze with Snow Squalls from
to E & E working leads. at Sundown Moored
fast to the Ice and took in all sail Several
Sails fast in the Ice Middle part blowing strong
latter part strong breze with Snow Squalls

Wed April 27
This day begins with strong breze with Snow Squalls
from the ESE still Moored fast to the Ice Several
ships fast in the Ice, Middle part the Same. latter
part. wind hauled to the E & with rain

Thur April 28 Lat 63.48 North Long 177.42. West
This day begins with Squalls and thick from the S & E
still Moored fast to the Ice and all sail furled
Middle part the same. latter part quite clear wind
the Same. still Moored fast

Fri April 29 Lat 64 06
This day begins with Moderate breze and thick with
Snow from the S & E. still Moored fast to the Ice
and all sail furled, saw Several ships in the Ice
Middle part the Same. latter part Strong breze and
foggy with Snow

Sat April 30
This day foggy until still from the S & E still
fast in the Ice with all Sail furled. Middle part
the Same. latter part still foggy. with broke out Beef

Sun May 1 Lat 64.19
This day light breze and foggy from the Sd still fast
in the Ice. at Sundown Cleared off and the Ice
all closed up several ships in the Ice with us
Middle part the Same. latter part fog Squalls

Mon Sun May 21 Lat 64.20 Long 178 West
This day moderate breze with fog squalls from the
S S E. still in the Ice with all Sail furled. Sounded
and got 46 fathoms of Water. middle part the same latter
part timed the same. with repaired the fly jib Sheets

1872 Journal of the Whaling Bk William Bayliss

Mon May 2. Lat 62 Lon 176

This day moderate breeze from ESE. still fast in Ice waiting for the wind to change so we can get out. Several ships in sight all in the Ice Middle part the same. Latter part strong breeze about 10 AM saw a Boarhead in a hole. Charles Chambers a Boat steer. and William Jeffers got on the Ice to go and strike the Whale Chambers took a tonite Bom in his hand and the Bom exploded in his hand and blowed his hand off and one finger off from William Jeffers a man forward. did not see the

Tues May 3

This day blowing strong with Snow squalls from the ESE. Still closed in the Ice with all sail furled. Middle part the same. Latter part wind moderated but still Snowing. The Capt & the mate on the 2 men that got hurt

Wed May 4 Lat 64.15. Long 178.00 West

This day thick and Snowing wind from the ESE still closed in the Ice with every thing furled Middle part the same. Latter part Cleared off some

Thurs May 5

This day begins with a moderate breeze with snow squalls from the ESE still closed in the Ice several ships in sight of us. Middle part the same Latter part wind the same and still Snowing. Watch broke out Water and filled up some Casks with Salt-Water

Fri May 6 Lat 64.11 Long 177.47 West

This day moderate breeze with Snow from the ESE. still in the Ice. Watch busy getting down Salt Water in the Main Hatch. Middle part the same Latter part Clear weather. the wind the same

1892 Captain Benjamin. D. Cleveland

Sat May 7. Lat 71.0 N Q 6
This day begins with Moderate breeze and pleasant from 9th S.S.E. still closed in ice with 8 Ships in sight of us. Middle part thick and snowing. Latter part the same

Sun May 8
This day Moderate breeze and foggy from the S.E. Still closed in the Ice with all sail furled. Middle part wind hauled to the N.E. Latter part the same

Mon May 9 Lat N Q 6
This day Moderate breeze from the N.E with Snow squalls still closed in the Ice. with all sail furled Middle part the same. Latter part wind from the N.E blowing strong with Snow

Tues May 10
This day begins with a strong breeze and thick with Snow from the E.N.E. Still closed in the Ice with all sail furled Middle part the same. Latter part light breeze and pleasant from the N.E.

Wed May 11 Lat N 6 Q
This day light breeze and pleasant from the N.E still closed in the Ice with 8 Ships in sight of us. Middle part Squally and thick. Latter part wind hauled to the E.N.E and foggy with Snow

Thur May 12 Lat N 6 Q
This day begins with a strong breeze and foggy with Snow Still closed in the Ice with all sail furled Middle part the same. Latter part wind still to the E.N.E and Snowing

Fri May 13
This day light breeze and foggy from the E.N.E still closed in the Ice. Now with sail Middle part the same. Latter part strong breeze with Snow Squalls

1892 Journal of the Whaling Bark William Baylies

Sun May 11
This day begins with strong breze and snow squalls from the E & N E. Still Closed in the Ice with 8 Ships in sight of us. Middle part wind hauled to the W & latter part good weather

Mon May 12 Lat 64.11 North Long 178. 34 West
This day moderate brezs and pleasant from the N & E Still Closed in the Ice with 8 Ships in sight - Middle part raining. Latter part good weather

Mon May 16 Lat 64.12. Long 178. 24
This day Moderate brezs and pleasant from the N W Still closed in the Ice with 8 Ships in sight - Middle part the same. Latter part pleasant weather

Tues May 17
This day light brezs and pleasant from the W N W Still Closed in the Ice. Middle part the same Latter part light brezs and pleasant Wet, [illegible]

Wed May 18 Lat 64.13. Long 177.53 West
This day begins with a light brezs and pleasant from the N W. the Ice opened a little inside some sail and managed to get the Ships around heading to the N E a little ways, then the Ice closed up again The Ships are still in sight of us. Middle part the same Latter part a calm

Thur May 19
This day begins with a calm Still Closed in the Ice and the Ships in sight of us. Middle part the same Latter part Calm and pleasant

Fri May 20
this day a light breze from the N W Still Closed up in the Ice and a steamer and 7 Ships in sight Middle part the same. Latter part Nice weather Saw Land called Cape Barring

1892 | Benjamin D Cleveland Master

Sat May 21 Lat 64.14 North Long 177.35 West
This day begins with a light breeze and pleasant from ab NNW. the Ice opened a little and we made all sail and went along two or three Miles then the Ice closed up again 7 ships and a Steamer and 8 ships Bearing in sight. Middle part hand to the Nrd. Latter part light breze from ab NNW

Sun May 22
This day light breze and pleasant from ab NNE still Closed in the Ice. got all sail out & trying to get through the Ice to the East the ships Bearing and several ships and a Steamer in sight. Middle part wind to the Nrd with snow. Latter part wind hauled to the Nrd with a thick Snow storm

Mon May 23 Lat 64.06
This day light breze and a thick Snow Storm from the Nrd. got all sail out trying to haull the ships through the Ice. Middle part the same. Latter part moderate breze with snow

Tues May 24
This day begins with strong breze with snow from the Nrd. took in all sail the Steamer and ships are still in sight of us. Middle part the same Latter part clear weather

Wed May 25 Lat 64.09 Long 177.50 West
This day light breze and pleasant from the NNW made all sail. trying to get along some. saw the Steamer and 7 ships are still in the Ice with us Middle part the same. Latter part nice weather laying in the Ice with all sail clewed up

Thur May 26
This day light breze and pleasant from the NNE. still laying in the Ice with our sails clewed up with the Steamer and ships in sight of us. Middle part the same. Latter part Wind hauled around to the SSE. the Ice still closed

1892 Journal of the Whaling Bk. William Bayliss

Fri May 27
This day light breze from the S.S.E. Watch sent down the lower Main Topsail and Repaired it and sent it up again. Still Closed in the Ice and the Ships in sight of us. Middle part thick snow storm. Latter part wind hauled around to the W.W and Cleared off Made all sail and went a little ways

Sat May 28 Lat N.O.O.
This day light breze and pleasant from the W.W got all sail set trying to get along toward night wind hauled back to the S.S.E with a thick fog. Middle part wind hauled to the S.W.E. Latter part the same

Sun May 29
This day begins with a light breze and a thick fog. Watch busy breaking out Water, and trying to work the ships through the Ice. Middle part the same. Latter part strong breze and foggy. all sail clewed up

Mon May 30 Lat N.O.O.
This day begins with a strong breze from the S.E we are still closed in the Ice. with 6 Ships in to the S.E of us and one into W.W of us. Middle part thick with Snow Latter part a gale from the S.E laying in the Ice with all Sail furled.

Tues May 31
This day strong breze with a thick snow storm from the S.E laying in the Ice with all sail furled
Middle part the same. Latter part wind moderated some and Cleared up some. So that we saw the land Cape Bearing and from Hoveland bay

Wed June 1
This day. wind still to the S.E with rain and snow. Still Closed in the Ice to the W.N.W of Cape Bearing 30. or 40. Miles off. Middle part the same latter part foggy. wind light

1872 Benjamin D Cleveland's Master

Thurs June 2
This day begins with a light breeze and foggy from the E.d still closed in the Ice with all sail furled Middle part sneaving. Latter part the same

Fri June 3 Lat 64.49 Long 176.23 West
This day begins with a light breeze and pleasant from the S.W. still laying in the Ice with all sail furled Land about 15 Miles off Cape Bearing and Cape Reagin and 6 Ships. We are in the Mouth of the Gulf of Anadir in heavy Ice. Middle part the same latter part got the Cables up and bent on and Anchors all ready to let go

Sat June 4
This day begins with a light breeze and pleasant from the N.E. still closed in the Ice with all sail furled Land and 7 Ships in sight of us, also saw White fish Middle part mind hauled to the S.S.W latter part the same

Sun June 5 Lat N.C.O.
This day begins with a light breeze and foggy from the E.S.E. the Ice still closed up so we cannot go ahead Middle part the same. latter part quite pleasant

Mon June 6
This day begins with a Moderate breeze and foggy part the S.E. still closed in the Ice with no clear Water any where in sight of us. Middle part the same. latter part. mind E & S.E and quite clear

Tues June 7
This day a light breeze and pleasant from the N.E the Ice is still packed together. We are driving down along the land to the N.E. one Ship in sight of us in the S.W. land is about 12 miles off Middle part raining and thick latter part mind the same the Ice is opening a little

1892 Journal of the Whaling Bark William Baylis

Wed June 8 Lat 71° 0'

This day moderate breeze and quite clear from the NW & NNW Ice is opened upa little. Pt Lloyd and one ship in sight. Water Broke out Water Middle part blowing strong latter part wind Moderated and the Ice opened up some and we made all sail and worked along some to the Sd and Estd towards Clear Water

Thurs June 9

This day moderate breeze from the NNW & N. about five PM we got out of the Ice into clear Water. after being in heavy Ice almost 2 Months. Land in sight about 8 or 10 miles off Cape Askin in sight no ships in sight Middle part working to the East. Latter light breeze working ships through scating Ice to the East

Fri June 10

This day light breeze and pleasant from the WSW working leades in the Ice off Plover bay. one ship in sight of us to the East. Midle part a calm Latter part very light breze working leades in the Ice Indean Point and St Laurence Island in sight

Sat June 11 Lat 71° 0'

This day light breeze and pleasant from the NW working leades in the Ice towards Indian point & St Laurence Island and plenty of Ice in sight Midle part Almost a calm ships mode fast to a Cake of Ice. latter part the same

Sun June 12

This day begins with a light breze from NW let go from the Ice and made all sail working leades towards Indian point St Laurence Island and plenty of ships and plenty of Ice in sight Midle part the Natives came on board and stay a while we anchored at Plover bay with the California and Alice Knowles and Reindeer latter part. left Plover bay working towards Indian point a good breze from ost NW

Lat 71° 15' Latitude of mate

1892 Captain. Benjamin. D. Cleveland.

Mon June 13 Lat N 6 S b
This day begins with a strong breeze from the N E
Working leades through the Ice towards Indian point
in Company with the Bother ships. Middle part thick
fog took in sail and Anchored in 12 fathoms of Water
Latter part the same

Tues June 14
This day light breeze from the N'rd the fog cleared
up some and we hove our Anchor up and made
some sail and worked up to Indian point
and Anchored in about 6 fathoms of Water with
5 other ships with us. the Natives are on board
Middle part the same. Latter part still laying
at Indian point.

Wed June 15
This day light breeze from the N'rd still laying
at Indian point trading with the Natives
with 7 ships here with us. Middle part pumping Salt
Water out of casks for fresh Water. Latter part sent 12 casks
of on shore for Water

Thur June 16
This day light breeze and foggy still laying at Indian
point got off about 80 Barrels of Water from shore
and put it below. Middle part took the casks on shore again
and filled them up. Also busy pumping salt Water out of
the ground - Latter part a gale of wind from the N'rd let go
the other Anchor

Fri June 17
This day begins with strong breeze from the N'rd still laying
to the N'rd. of Indian point for Water with both Anchors down
Middle part the same. Latter part still a strong
breeze. busy geting water on board

Sat June 18
This day strong breeze from the N'rd still laying
at Anchor geting Water on board. Middle part
the same. Latter part light breeze finished geting
water about 280 Barrels

1892 Journal of the Whaling Bark William Baylies

Sun June 19 Lat NO OE

This day light breeze and pleasant from the S'ward have our anchors up and made all sail working leades in the Ice. Middle part thick fog layeing aback latter part clear working leades towards St Lawrence Island

Mon June 20

This day begins with a very light breeze from the N'ward gained the Sch Rosario and let him have a Barrel of Molasses. St Lawrence Island and plenty of Ice in sight. Middle part a calm. latter part light breeze from the. End heading along by the wind towards St Lawrence Island

Tues June 21

This day begins with a light breeze with fog from the E & S E steering along by the wind towards St Lawrence Island. Middle part Anchored at St Lawrence Island in 14 fathoms of Water. latter part a thick fog and calm. Natives on board trading

Wed June 22

This day light breeze and foggy from the N N E still laying at St Lawrence Island trading middle part the same. latter part have our Anchor up and made all sail and left St Lawrence Island steering along by the wind.

Thurs June 23

This day strong breeze from the N N E steering S E by E with all sail set, bound down a Right Whaling middle part the same. latter part Moderate breeze and foggy steering S by E

Fri June 24

This day begins with a moderate breeze from the N E steering E & S E with all sail set. the Islands of St Mathews in sight. middle part took in all the light sails. latter part the all sail steering S E saw a Steam Vessel what we called the Bear

1892 Captain. Benjamin. D. Cleveland
Cruising off St Paull
Sat June 25 Lat 57 00 North Long 171. 55 West
This day begins with a light breze and foggy from the N'E steering S'E by S. Middle part the same. Latter part wind hauled to the W'd. Saw a Steamer and a fin back

Sun June 26
This day light breze from the W'W steering S'E by S. Saw a fin back. Middle part Saying about. latter part Made all sail and Steared off S'E

Mon June 27
This day very light breze from the W'W & steering S'E. About 5 P'M Saw 2 Right Whales about 2 miles off got the Boats ready and lowered all Boats and gave chase but could not get on to them as it was a calm. came on board at dark and shortened sail and layed aback. Middle part the same Latter part Made sail steering S'E with a light breze

Tues June 28
This day light breze and cloudy from the N'E heading along by the mind. the Island of St Paull and the sail in sight. Middle more ship latter part Made all sail and about 11 A'M gained the Bark California

Wed June 29
This day light breze from the N'd saw fin backs left off gaining at sun down. Middle part more ship latter part strong breze about 5 A'M Saw Right Whales got the Boats ready and lowered all Boats. Came on board with out geting any

Thurs June 30 Lat 57. 40 Long 170. 21. West
This day strong breze from the N'd working the ship to windard the California chasing Whales. Middle part Still working to windward under short Sail Latter part the wind to the W'W steering off E & S'E in Company with the California Saw Several fin backs

1892 Journal of the Whaling Bark William Bayliss
bedding # St Paul and St George

Fri July 1 Lat 57.14 Long 168.34 West
This day strong breze and squally from nh W NW steering SE under close reefed sails to the wind under storm sail. the Island of St Paul in sight. Middle part the same. latter part made sail and about 9 A M spoke the American Man a War Adams and our boat went on board with shoes 2 men that got there hands blowed off with on the Ile Charles Chambers the Boat steer was left on board the Steamer. the other man came back after seeing the Doctor

Sat July 2 Lat 58.13 Long 167.05
This day begins with a light breze and pleasant from the W NW heading along by the wind. the Island of St Paul in sight. Middle part a calm latter part a light breze from the SW

Sun July 3
This day moderate breze and foggy from the S W heading along by the wind nothing in sight Middle part more ship. latter part wind the same cruising for Right Whales off the Island of St Paul and St George

Mon July 4 Lat
This day a good breze and cloudy from the S W heading along by the wind. Middle part strong breze more ship latter part more ship again wind Moderated made all sail. Saw the Islands of St George and St Paul and Otter

Tues July 5 Bound for Unalaska
This begins with a light breze from the S W heading along by the wind. Saw the Islands of St George and St Paul and Otter. Middle part a calm. Latter part very light breze from the W N W steering S S E for the port of Unalaska Watch busy Shifting the masts

1892 Benjamin D Cleveland Master

Wed July 6 Lat 5°6 N Long 168.40 West
This day begins with a light breeze and foggy from at NW ½ W steering S S E with all sail set. Middle finished scraping the Masts nothing in sight. Middle part the same. Latter part steering S E half S. Watch sent down the old Fore sail and cut it up and bent the good one. Then went to washing ships in side

Thurs July 7 Lat 5.5.17 Long 168.47
This day begins with a light breeze and cloudy from at NW E steering S E half S. with all sail set finished washing ships in side. Saw plenty of fin backs and Killers Middle part a calm. Latter part light breze from the S E heading along by the wind

Fri July 8 Lat 5°5 23. Long 168.28
This day begins with a Moderate breze and pleasant from the S E heading along by the wind saw a Porcus and fin backs and about 6 P M saw a Right Whale going quick he Wondered did not Lowered the Boats Middle part foggy. Latter part wind the same wore ship heading along by the wind

Sat July 9 Lat 5°4.5°6 Long 168.20
This day begins with a good breze from the S E. heading along by the wind Saw the Island of Anamak and plenty of fin backs and Killers. Middle part strong breze with rain took in the light Sails and upper T Sails Latter part wind hauled to the S S W Wrote sail steering S E by E. Watch got the Cables up and Kedge

Sun July 10 Unalaska
This day begins with a strong breze from the S S W heading along by the wind Saw several fin backs Middle part wind the same. About 7 A M raised Unalaska and more ship. Latter part kept off again with a strong breze for the port of Unalaska steering N E by E

1892 Journal of the Whaling Bark William Bayliss

Mon July 11 Unalaska

This day strong breze from the Sod about 2 PM we Anchored at Port of Unalaska in 17 fathoms of Water and gave her 45 fathoms of Chain. Several other Whalers here with us. Latter part called all hands at day light and got our deck pot up and went to smoking ship and getting off Potatoes and Onions

Tues July 12

This day begins with a light breze still smoking ship and got the Potatoes and Onions all on board at 5 PM Opened up all around found some rats. Latter part Called all hands at day light and sent 2 Boats a Cod fishing the rest went to breaking out the after hold

Wed July 13

This day strong breeze from S S E the Capt went on board the American Man a War Adams and brought back Charles Chambers the Boat steer that got his hand blow off and we left on board the Adams the first of this month. The Doctor had to cut his hand at the wrist. Latter part called all hands at day light and hove our Anchor up and went off Latter from shore. then Anchored again in 19 fathoms of Water, then sent 2 Boats on shore and brought off 7 Barrels of Beef and a sack of Beans and a Sack of Rice and a Sack of Dried Apples

Thur July 14

This day strong breze from the Sod. still laying at Unalaska Latter part a calm called all hands at day light and after breakfast the Capt took Chas Chambers the Boat steer and William Jeffers the 2 men that got their hands blow off on shore and discharged them

1892 Benjamin D Cleveland Master

Fri July 15
This day begins with light airs and rainy from the E & E
ship'd all ready for Sea William Malloy a Man forward
went on shore and deserted. Latter part all all hands
at day light and after breakfast the Capt went
on shore to see if they had caught that Man
Strong breeze from the S S W

Sat July 16 Lat 55 04 Long 166. 35. West
This day wind moderated and the Capt came on
board without getting that Man that deserted
and about 3 P M we hove our Anchor up
and left the port of Onalaska. at Sundown
light baflings winds working out of Onalaska.
Middle part Strong breeze from the S W took in
the light Sails and upper Topsails latter part
wind moderated. Set the Upper Topsails heading along

William Malloy deserted July 17. at Onalaska

by the wind

Sun July 17
This day begins with a strong breeze and Cloudy from the
S S W heading along by the wind nothing in sights
by fair banks. Middle part the same. latter part wind moderated
Some Mode all sail Steering N W W by W

Mon July 18 Lat 56. 38. Long 168. 30 West
This day begins with a good breeze and a thick fog from the S S W
steering N W by W with all sail set nothing in sight
Middle part laying aback with a thick fog latter part
light breeze and clear Mode all sail I saw the Island of St George

Tues July 19 Lat 56. 52 Long 168. 24
This day begins with a light breeze and clear weather from the E N E
heading along by the wind saw fair banks. Middle part a calm
latter part about a calm Watch busy making a Middle
Mast sail out of the small sail the Island of
St George and a Whaling Vessel in sight

1892 Journal of the Whaling Bark William Baylies
cruising for Right Whales

Wed July 20 Lat 57.46 Long 167.40 West
This day begins with a light breeze and pleasant from the S.W. finished the Middle Stay sail and bent it at 8am dan Spied the Bark Horatio. Middle part fired the Same. Latter part Steering W by E with all sail Set, weather Cloudy

Thurs July 21
This day begins with a good breeze and Cloudy from the S.W. her during along by the wind the Bark Horatio in sight. Middle part the same Latter part foggy employing about part of the time

Fri July 22 Lat 59.08 Long 168.54
This day begins with a moderate breeze from the S.W. steering W.N.W. nothing in sight. Middle part thick fog took in the light sails laying aback Latter part the same

Sat July 23 Lat 58.54 Long 168.40
This day begins with a moderate breeze and clear from the W.S.W. more ships steering S by W with all sail set nothing in sight. Middle part laying aback Latter part About 8 Calm busy catching fish and overhauling our Onions

Sun July 24 Lat 60.04 Long 170.50
This day begins with a good breeze and a thick fog from the S.E. steering W.N.W at 8am deen took in the light-sails nothing in sight. Middle part steering breeze laying aback. Latter part took in the upper Topsails steering breeze with a thick fog

Mon July 25
This day wind moderated and cleared up some moderate sail heading along by the wind on the port tack wind from the S.S.W nothing in sight. Middle part more ships steering breeze took in the upper Topsails Latter part wind moderated some more ships, and more sail heading along by the wind

William Mallon Gloucester July 14 Gradaker

1892 Benjamin D Cleveland Master
Cruising for Right Whales

Tues July 26
This day a Strong breye and foggy from ste S W
heading along by the wind. At sundown shortened
sail nothing in sight. Middle part the same
Latter part thick foggy wind moderated and hauled
to the Sd Mode all sail steering W N W for the Artic

Wed July 27 Lat 64. 55 Long 169. 30 West
This day begins with a light breye and a thick foggy
wind from the Sd steering W N W nothing in sight
Middle part the same. Latter part wind breyed up
some and cleared up some steering W by N half N
with all sail set bound for the Artic Ocean

Thur July 28
This day Moderate breye and Cloudy from the Sd steering
N. with all sail set nothing in sight. Middle part
the same. Latter part wind hauled to the East at daylight
saw St Lawrence Island and Fir banks

Fri July 29
This day begins with a light breye with rain from the
S W steering N. with all sail set. Middle part a good
breye steering N by W. Latter part little raining and thick
got the bobbs up and bent on and Anchors at bow
ready for leting go Watch broke out Water Fred Pilgrim

Sat July 30
This day a moderate breye from the West steering N N W
with all sail set. Said Kings Island and Sledge
Island and the Main land East shore. Middle part
a calm with a thick fog Anchored in 7 fathoms
of Water out side of Port Clarance. Latter part have
the Anchors up and made sail at day light working
into Port Clarance after breakfast Spoked the
Brig Mary Edwards Taylor and about 9c A M it was a strong
breye with a thick fog so we Anchored again
in 7 fathoms of Water. et Watch on board
Fred Pilgrim is still of duty

1892 Journal of the Whaling Bark William Baylies

Sun July 31
This day begins with a strong breeze with rain from the Sd laying at Anchor in 7 fathoms of Water off port Clarence Middle part blowing strong with rain latter part the same. still laying at Anchor at port Clarence

Mon Aug 1
This day begins with strong breeze with rain squalls from the Sd still laying at Anchor with the Brig Alert Barry Edwards Taylor. Fred Pilgrim is on duty again latter part called all hands at day light mind light and clear from the Sd got breakfast and then went to painting ship out side

Tues Aug 2
This day begins with a light breeze from the Sd finished painting at Sundown still laying at Anchor at Port Clarence. latter part a calm called all hands at day light and soon after spoke the Cutter Bear and the Lewtanent came on board to see if we had any Rum to trade with natives After breakfast went to painting with Copper paint down next to the Copper

Wed Aug 3
This day begins with a light breeze from the Sd have our Anchor up and made all sail and left port Clarence finished painting. at Sundown Evening Middle part a calm latter part equally at day light saw Cape prince of Wales

Thur Aug 4
This day begins with a gale from the Nod laying to under lower Main Topsail and Fore sail and Staysails saw fair away Rock through the fog. Middle part blowing heavy took ships and furled the Fore sail. latter part still blowing and cloudy. laying to under lower main Topsail and Staysails

1792 Benjamin D Cleveland Master

Fri Aug 5 Lat 1-65-12 Long 169.42 West
This day begins with a heavy gale from the NW pt goose winged the Main Topsail and took in the fore top mast stopsail. saw Tenth head of St Lawrance bay. Midle part still blowing heavy latter part mind moderated some more shifd and set the Main top sail and fore top mast stopsail

Sat Aug 6
This day begins with a strong breeze from the NNW. set the lower fore top sail and Fore sail. saw Land north head of St Lawrance bay. Midle part mind light with rain. Latter part moderate breeze from the NW & made all sail heading in towards the Land St Lawrance bay. Kings Island and cape prince of Wales and the Diamedes in sight the weather cloudy

Sun Aug 7
This day begins with a strong breeze with rain from the NE at Sundown Anchored in 10 fathoms of Water under north head of St Lawrance bay Midle part a thick fog. latter part still a strong breeze and raining from the NE. laying at Anchor the Brig Perry Edwards instead of the Percy Taylor laying here with us. the Natives have been on board

Mon Aug 8
This day begins with a moderate breeze and cloudy from the NE. still laying at Anchor under north head at sundown blowing strong let go the other Anchor and gave her 60 fathoms on one and 30 fathoms of Chain on the other. Midle part blowing heavy in squalls. latter part mind moderated some have our Anchors up and started for the Artic on the mind on the port tack mind from the NNE. Water broke out Water and stowed back Salt Water
George Powell a man forward is off duty sick

George Powell is off duty sick

1892 Journal of the Whaling Bark William Baylis

Tues Aug 9
This day begins with a streng breeze and cloudy from the W.N.W. heading along by the wind bound toward the Diamies East cape in sight - and the Brig "Percy Edwards" George Powell is state off duty Middle part shortened Sail. Latter part streng breeze stoped at the Island of Diamies and left the 3 natives that was with us last season that belonged there. Got one native from there and one from the Brig Percy Edwards

Wed Aug 10 Lat 66.7.00 Long 167.57 West
This day begins with a Moderate breeze and Cloudy from the N.W. heading along by the wind about 1 PM we got through the Diamies from the Bearing Sea into the Artic Ocean, middle port wind light steering N. with all sail but latter port wind the same. Watch busy sending down the Old sails and bending new ones

Thurs Aug 11
This day begins with a light breeze and a thick fog from the W.N.W steering N. by W with all sail but watch bent a new lower main Top sail and a new main top gallant sail and new fly jib and new fore top mast Staysail. Middle port foggy latter port sat lay light saw the land and about 12 AM we anchored at Cape Thomson in 5 fathoms of Water for Wood watch bent the new fly jib and new Gaff Topsail and geting off Wood George Powell on duty again

Fri Aug 12
This day begins with quite a streng breeze with a thick fog from the W.N.W. got off 10 Boat loads of wood and about Sun down hove anchor up and left heading along by the wind. Middle port wore ship latter port wind light wore ship heading along by the wind with all sail watch busy repairing the main Stay sail and stowing the wood away

1892 Benjamin D Cleveland Master

Sat Aug 13
This day begins with a light breze and clear weather from W & W heading along by the mind Point Rose and the Brig Percy Edwards in sight, watch employed repairing the Main Stay sail. Middle part mind hauled to the East with a thick fog clearing W by S. latter part mind hauled to the East and the fog cleared up and we found our selves close to point Rose and steering for Cape Lisborn with a good breze

Sun Aug 14
This day begins with a moderate breze and clear from the S & W about 3 PM we anchored in the Bay of Leisborn in 7 fathoms of Water and sent 2 Boats on shore for wood came on board at sundown and have our Anchor up and made all sail steering N by E. half E. the Brig in sight middle part mind very light. latter part mind hauled to the East with a thick fog

Mon Aug 15 Lat 69.53 Long 163.03 West
This day begins with a light breze and foggy from the East heading along by the mind Sad Land and the Brig. middle part mind very light. latter part thick fog and the mind light. Watch busy Roping the Main Stay sail and other ships duty

Tues Aug 16
This day begins with a light breze and pleasant from East Watch finished the Main Stay sail and sent it at sun down mind hauled it to S S E steering N by E point Lay and the Brig in sight also saw the Cutter Bear steering E by N. middle part mind light. latter part made all sail and at day light we were off Icy cape about 2 Miles off did not stop kept off steering N N E

1894 Journal of the Whaling Bark William Bryden.

Wed Aug 17
This day begins with a good breeze and thick with rain from the Sth. About 3 PM we Anchored between Hoey cape and point Belcher in 17 fathoms of water. Middle part Still at Anchor and a thick fog latter part at day light here the Anchor up and made sail steering along the land and about 8 A M we passed the rocks called Sea horses. and at Mid day we were off point Shendding. and Cape Smith in sight

Thurs Aug 18
This day begens with a moderate breeze from the S S W steering along the land at 5 PM passed Cape Smith and 7 PM we Anchored off point Barrow in 5 fathems of Water in Company with severdl other Vessels Ice in sight of us to the Nrd. Middle part strong breeze with rain. latter part wind the same still laying to the Nrd of the point Barrow

Fri Aug 19
This day begens with a strong breeze and Cloudy from the S S W laying at Anchor at point Barrow Middle part the Same. latter part wind Moderated Same still at Anchor at point Barrow with several other ships with us

Sat Aug 20
This day begins with a moderate breeze from the S. S. W! still a Anchor Middle part thick fog latter part the Same.

Sun Aug 21
This day begins with a moderate breeze and Cloudy from the N E. have our Anchor up and made sail and went Around to the Sth of the point and Anchored again in 4 fathems of Water in Company with several other Vessels Middle part the same. latter part about a calm the Capt went to the Steamer Williams Lewis to see if he could get some Whiskey from her

1892 Captain Benjamin. D. Cleveland.

Mon Aug. 22
This day begins with a light breze from the N.N.E. Mr Robertson Mate of the Brig F. A Barton died last night and was burried to day Ours kept and all the Other Vessels Captains went on shore to the funeral. still laying at Anchor. Middle part strong breze and foggy. latter part still a strong breze and thick fog from the E & N.E. watch busy breaking out the after hatch

Tues Aug 23
This day begins with a strong breze with a thick fog from the E & N.E. finished breaking out and stowed down Salt Water & trim the ship. Middle part mind Moderated and hauled to the S.W. latter part Moderate breze at day light heve our Anchor up and went drgeuard to the N.ed of the point and Anchored again in 5 fathoms of Water with the other Vessels when broke out Water and stowed back salt Water in the Main hatch

Wed Aug 24 Bound out to the Westered
This day begins with a Moderate breze from the N.N.W still laying at Anchor to the N.ed of the point About 7 P.M we heve our Anchor up and made Sail steering W. with the Mermaid and Reindear. Middle part thick fog. latter part layed aback & with the other braced forward and stood along by the mind to the S.ed and E.ed

Thurs Aug 25
This day begins with a Moderate breze from the E.N.E heading along by the mind untill we saw the land. then we made all Sail steering S.W no ships in sight Middle part laying aback. latter part light breze Made all Sail steering S.S.W down along the land

1892 Journal of the Whaling Bark William Bayliss

Sat Aug 26
This day begins with a light breeze from the Wrd
Steering S.S.W. down along the land towards
Ivy Cape: Middle part passed Ivy Cape
Latter part wind very light steering down along the land

Sat Aug 27
This day begins with a light breeze from the W'rd
Steering down along the Land 2 Whalers in sight
a head of us. at 8 am down our Capt went on
board the Triton a Whale. Middle part laying
aback. Latter part braced forward steering
North and N N E with all sail set towards
Ivy Cape the Sea horses and the 2 Whalers in sight

Sun Aug 28
This day begins with a moderate breze from the S S W
Steering N N E passed Point Belcher Ivy Cape and at 2 pm down
Cape Smith in sight and at 10 PM Anchored
to the N'rd of Cape Smyth in 12 fathoms of Water
Middle part the Same. Latter part wind to the
S S W. a Boat went on shore a ducking

Mon Aug 29
This day begins with a moderate breze from
the S S W. Still laying at Anchor to the N'rd
of Cape Smyth in 12 fathoms of water in Company
with several other Vessels. Middle part strong breze
Latter part strong breze. have our Anchor up
and Made some sail and went around to
the N'rd of Point Barrow and Anchored again
in 5 fathoms of Water

Left Point Barrow for the Eastern

Tues Aug 30 Lat 71.33 Long 155.03 West
This day begins with a strong breze from the W S W
Still laying at Anchor at Point Barrow
in Company with the Triton and Andrew Hicks
and Brig F A Benton and Rosario and Sch
Contention. Middle part wind hauled to the S E
Latter part at day light have our Anchor up and
Made all sail bound to the Eastward steering S W by W

1892 Benjamin D Cleveland Master

Wed Aug 31 Lat 71.13 Long 160.39 West
This day begins with a light breze and pleasant
throughout the day from the SEE steering S.S.W by W
with all sail set in company with the Triton
Middle part came to the Ice tacked ship working
to windered. Latter part came through a strip
of Ice with clear Water steering S.S.W by W.
Watch stowed the Chains below and Secured
the Anchors in the bow

Thur Sept 1 Lat 71 26 Long 163.31
This day begins with a good breze from the SEa
steering S W by W in company with the Triton
and Andrew Hicks and H A Barston Middle
part about a Calm. Latter part Moderate breze
from SEE steering S W by W with all sail set
Ice along to Westward of us

Fri Sept 2 Lat 71.36 Long 168.15
This day begins with a Moderate breze from
the SEE steering S W by W Saw a dead Whale
but he was no good Ice in sight to leward of us
Middle part strong breze took in the light sails
latter part still a strong breze with sail Sq sails

Sat Sept 3
This day begins with a strong breze and squally from
the S S E heading along by the wind on the port tack
3 sails in sight. Middle part a Calm with fog
latter part Moderate breze from the W N W
Saw the Narked Ice steering down along
the Coalge with Several other ships

Sun Sept 4 Lat 71.15 Long 170.17
This day begins with a light breze from the W N W
steering down along the Ice at Sundown
gaming the Trader and Reindeer and Wander
Middle part moderate breze laying aback latter part
wind from the West Made Sail working to windward
up along the Ice with the other vessels

Journal of the Whaling Bark William Bayliss.

Mon Sept 5 Lat 71.21 Long 171.40 West
This day begins with a fine breeze and hail squalls from the Wd. working to windward tack and tack along the Ice Middle part strong breeze with hail lost in the light Sails latter part heavy Squalls took in the Upper fore Topsail and Mainsail.

Tues Sept 6 Lat 71.24 Long 171.10 West
This day begins with a good breeze from the W.S.W Middle sail heading along by the wind working to windward along the Ice Middle part blowing latter part strong breeze with heavy snow Squalls took in the light sails and Upper Topsails with 2 reefs new fit sheets

Wed Sept 7 Lat 71.18 Long 171.09
This day wind Moderated some out the Upper Topsails wind from the Wd working to windward tack and tack Ice and 3 ships in sight Middle part the same. latter part light breeze Mode all Sail heading along by the wind saw the Brig F.A Poster Sailed Boats down for a Whale did not get him

Thur Sept 8 Lat 71.28 Long 172.54
This day Moderate breeze from the W.S.W heading along by the wind Water pail down about 6 Buckets of salt Water in the fore hold to trim ship Ice and 3 sails in sight. Middle part more ship latter part Wind the same still working to windward along the Ice

Fri Sept 9
This day Moderate breeze from the Wd heading along by the wind tack and tack. Saw the Reindeer sailed Boats down for a Whale and they got him Middle part laying aground under short sail latter part Mode all sail wind very light the Reindeer in sight a boiling and 2 other Vessels and Ice in sight

1892 Benjamin D Cleveland Master

Sat Sept 10
This day begins with a calm the Bein dear and the Wander and Bro F A Barstow and plenty of Ice in sight Middle part a very light breze from the W & steared S W a while then layed aback latter part. Rode all sail working to windered saw a ship get a whale.

Sun Sept 11
This day begins with a good breze and cloudy from the Nrd. Steering off S W. saw the Wander get a Whale Middle part strong breze took in the light sails and upper Topsails. latter part still a strong breze with heay snow squalls Took in the Fore Sail

Mon Sept 12 Lat 71.21 Long 173.56 West
This day begins with a strong breze with snow squalls from the Nrd. laying to under lower Topsails and Stay sails. one ship in sight Middle part the same. latter part steer blowing and snowing wore ship

Tues Sept 13
This day begins with strong breezes with snow from the Nrd. laying to under lower Topsails nothing in sight Ubout 7 P M saw Herald Island about 20 miles off and Ice Middle part squally. latter part good weather Rode all Sail Working to windered tack and tack

Wed Sept 14
This day begins with a good breze and clear weather from the W. N. W. heading along by the mind Herald Island and Ice and 6 ships in sight some a boiling Middle part strong breze took in the light-sails latter part strong breze took in the upper fore Topsail laying aback among the Ice with several other ships the Island in sight—

1892 Journal of the Whaling Bark William Bayliss

Thur Sept 15

This day begins with strong squalls and cloudy from the W.W. laying around in the Ice under short sail. gamed the Bark Bounding Billow several other Vessels and Herald Island and plenty of Ice in sight. Middle part the same latter part moderate breeze Made Sail working around the Ice

Fri Sept 16

This day begins with strong breeyes with snow squalls saw the Triton Chasing a Whale send soon after the Triton took his Boats on board, and then we lowered our Boats but did not get him. Middle part strong breeye working to windward under short sail latter part still a strong breye about 9 A.M. raised a Whale and lowered all the Boats but did not see him after wards. came on board working up among the Ice

Sat Sept 17

This day begins with strong breeyes with snow squalls from the W.W. still working among the Ice saw a ship take a Whale Middle part strong breye laying aback under short sail. latter part still strong breyes. working among the Ice

Sun Sept 18

This day strong breeye from the N.W.W about 4 P.M. steered off S.S.E down along the Ice with the other ships. Herald Island and 10 Ships and plenty of Ice all around. Middle part laying aback thick fog, latter part mid night from the N.E. Made all sail working among the Ice.

1892 Captain Benjamin. D. Cleveland?

Mon Sept 19
This day begins with a light breeze from the E & E gaining the Triton and Reindeer and California and Brig F.H. Gerstaw. Herald Island and plenty of Ice in sight. Middle part strong breeze took in the light sails and upper Topsails. Latter part the same working to windward under short sail

Tues Sept 20
This day begins with strong breezes with hail squalls from the S E. Made Some sail working to the Nord Herald Island and 8 ships and Ice in sight Middle part the same. Latter part Moderate breeze Made all sail wind from the Nord

Wed Sept 21
This day Moderate breeze and foggy from the East About 2 P M raised a Whale lowered all the Boats and gave chase. Came on board without getting any Middle part laying aback latter part light breeze Made all sail. About 11 A M raised a Whale lowered all the Boats and gave chase

Thur Sept 22
About 2 P M Starboard Boats Struck and soon after Larboard and Starboard Bows Boat Struck the same Whale and got him along side and Made fast About 4 P M and went to Cutting finished cutting about 10. P M and got supper. Latter part Cleared away the head and lowered the Boats for a Whale but did not see him again

Fri Sept 23
This day Moderate breeze from the E & E Worked busy cutting Blubber and about 5 P M lowerd the Boats for a Whale but did not See him again came on board and Started the Works. Middle part more ship Still a boiling Latter part lowered for a Whale but did not see him again

1892 Journal of the Whaling Bark William Baylis

Sat Sept 24
This day Moderate breze from the SE heading along by the wind under short sail Watch pumped some salt Water and put down about 20 Barrels of Oil Middle a looking. Middle part the same latter part strong breze Calm at 8 AM Lowered the Boats for a Whale and soon after the Boat Header in the Starboard Boat struck and the Whale run him so the other Boats could not get to him, finely the Whale took his line in the Ice lost the darting gun and several bom lances

Sun Sept 25
This day strong breze from the NE the Boats came on board and then went to stowing down Oil about 30 Barrels. Middle part still a boiling and laying a back. Latter part strong breze still a boiling

Mon Sept 26
This day begins with a strong breze and cloudy from the Nrd finished boiling and busy stowing down Oil several ships and plenty of Ice in sight. Middle part moderate breze more ship. Latter part moderate breze and cloudy. finished stowing the Oil below about 110 Barrels and put the Boat below and broke out a bask of Bread Fred Pilgrim a man forward is off duty got jamed a little by a bask of Oil

Tues Sept 27 Lat 71.44
This day moderate breze and cloudy from the Nrd working around the Ice about 8 PM lowered 2 Boats for a Whale but did not see him again Middle part laying aback. Latter part strong breze working among the Ice tack and tack

1892 Benjamin D Cleveland Master

Wed Sept 28
This day strong breezes from the Wsd working among the Ice back and fack saw a Whale going quick into the Ice did not lower the Boats. 18 ships and the pack of Ice in sight — Middle part blowing strong going Ice making fast laying aback. latter part still blowing strong and Ice making all the time laying around among the Ice under short sail

Thur Sept 29 Lat 71.39. Long 172.25 West
This day begins with strong breezes with snow squalls from the W'ard lowered the Boats for a Whale but did not see him again, at dark took in the upper Topsails and jib. laying around among the Ice 15 ships and plenty of Ice in sight Fred Pilgrim is on duty again. Middle part laying aback latter part still a strong breze working around among the Ice

Fri Sept 30
This day strong breezes with snow squalls from the Wsd laying around among the Ice back and fack 5 ships and plenty of Ice in sight. Middle part laying aback. latter part still strong breezes with thick snow squalls. working among the Ice looking for a Whale

Sat Oct 1
This day begins with strong breezes with thick snow squalls from the Wsd. working among the Ice looking for a Whale several ships and plenty of Ice in sight Middle part laying aback. latter part moderate breze Made Sail and about — 8 A M saw a Whale lowered all the Boats and Starboard Boat struck and the Waste Boats struck the same Whale, got the Whale along Side and Made fast Taken 11 A M and got dinner

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Sun Oct-2

This day begins with Strong breezes from the N.E commenced cutting after dinner and got the Whale cut in about 5½ and got supper and set the watches. Watch on deck clearing away the head. Latter part light breeze Made sail working among the Ice. Watch busy boiling and cutting Blubber

Mon Oct-3

This day begins with Strong breze with Snow from the S.W. took in the light Sails and upper fore Topsail. busy boiling and cuting Blubber 18 Ships and plenty of Ice in sight. Middle part and light. latter part about a calm and thick with Snow Watch busy boiling and cuting Blubber and pumping Salt Water

Tues Oct-4

This day begins with a light breze with Snow squalls from the N.E. laying aback and stowing down Oil and boiling. Blubber all cut 7 Ships and Ice in sight. Middle part more Ship. latter part moderate breze Made all sail heading along by the wind. Watch finished stowing down the rest of the Oil, and about 11 A.M saw a Whale lowered all the Boats. but did not see him again

finished boiling

Wed Oct 5 Lat 71.09 Long 172.00 West

This day begins with a light breze from the W.S.W heading along by the wind several Ships and Ice in sight middle part shortening. latter blowing a gale from the N.W laying around on different tacks under lower topsails

Thurs Oct 6

This day blowing heavy with Snow from the N.W veered off S.E a while then hauled on the wind saw a Whale could not lower the Boats blowing strong and rugged saw 2 Sails steering to the S.E Middle part moderated. Latter part quite clear weather Made Sail working in among the Ice

1892 Captain Benjamin D Cleveland

Fri Oct 7 Lat 71.13 Long 170.05 West
This day begins with blowing a gale from the Srd took in the light sails and upper Topsails and fore saw 2 Whales that other ships were chasing several sails and Ice in sight Mid part blowing heavy. Latter part mind moderated Made some sail working towards the Ice Watch broke out Water. and About 11 AM Raised a Whale lowered 3 Boats but did not get him Whale going quick to the Srd

Sat Oct 8
This day a good breeze from the Wrd working up Among the Ice several Ships and Ice in sight. Middle part mind to the WE laying aback latter part Moderate breeze from the E WE with a thick Snow Storm

Sun Oct 9
This day Moderate breeze from the S W and Snowing laying aback. Middle part more ships and layed aback still Snowing latter part quite a strong breeze with Snow Squalls. Spoke the Steamer Belvedear

Mon Oct 10
This day quite a strong breeze with Snow Squalls from the Wrd working up towards the Ice Spoke the Bark Alice Knowles bound to San Francisco Middle part still Snowing. latter part light breeze and still Snowing; Sounded and got 17 fathoms of Water Spoke the Bark John Winthrop

Tues Oct 11 Started from the Herald Shoals for San Francisco
This day begins with mind light with Snow Squalls from the Srd. Steering off to the East with all sail set. Saw the Steamers Belvedear and J. Freeman Chasing Whales up to Windward among the Ice Middle part about a Calm and Snowing latter part had a breeze with Snow from the S W heading along. for the mind to the East

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Wed Oct 12
This day strong breeze and squally with snow from the S.E. heading along shore, Nothing in sight. Middle part, strong gales obliged to under lower Topsails Latter part Still blowing heavy with snow squalls from the S.E

Thurs Oct 13
This day blowing heavy with Snow squalls from the S.E. took in the lower fore Topsail and the things out of the Boats Boats on the upper Cranes. Ships labouring to under lower Main Topsail and fore and Mizen Stay sails Nothing in sight. Middle part the same. Latter part still blowing heavy Sounded and got 25 fathoms of Water

Fri Oct 14
This day still blowing heavy with Snow Squalls from the S.E. labouring to under lower Main Topsail and Mizen Stay sail and fore Top Mast Stay sail Nothing in sight Middle part and the same. latter part Wind Moderated and Made all Sail still Snowing

Sat Oct 15
This day begins with a Moderate breeze and foggy with Snow from the E & S.E heading along the land. one Sail in sight of Us. Middle part a Calm and Snowing. latter part light breeze from the N.E steering S.E with all Sail set Still thick and Snowing. Watch broke out Water

Sun Oct 16
This day begins with a Moderate breeze and still Snowing from the N.N.E steering S.E. Saw the Steamer Jessy Freman and another Vessel About 4 P.M. Saw the Jessy Freman with Boats down and soon after saw the Whales. got our Boats ready and lowered but did not get any came on dark the Steamer got one onto a number of whales, came on board

1892 Captain Benjamin D. Cleveland.

and shortened sail and layed aback
Middle part the same. latter part made all
sail and steared off S.E. wind from Nrd and
thick and snowing. Sounding every hour

Mon Oct 17
This day begins with a good breze from ab N.W.
with a thick fog and snowing. Sounding every
hour or so. Steering S.b E. nothing in sight
Middle part wind decayed wh took in ye light-
sails still snowing. latter part strong breze
from the N.W. still snowing and thick

Tues Oct 18
This day blowing a gale from the Nrd and
still snowing and thick. Steering S. by E
took in some sail. Sounding every 2 hours
nothing in sight. at Sundown hauling to
under lower Topsails and Staysails
Middle part the same. latter part wind moderated
and we made all sail. Saw land on the
West shore which we made out to be Cape Large
still snowing. One sail in sight

Wed Oct 19
This day begins with very light breeze and
snowing seen the N.W. Steering E.S.E with
all sail set. Middle part wind hauled to N.
Eastd. latter part strong breeze with snow
from the S.E. took in the light sails and
mizen Topsails. About 9 AM. raised land
on the East shore sounded and got 7 fathoms
of water. Made sail and kept off E by N & N
for the Diomides Saw Cape prince of Wales.

Thurs Oct 20
This day begins with strong breze from the E.S.E
heading along by the wind in the Straits the
Diomides in sight and Cape prince of Wales
About 8 PM we went through the Straites
from the Artic Ocean into the Bearing Sea between
by Diomede and East Cape

Middle part Moderate breze Steering S by W for Indian point. Latter part wind hauled to the NE with a thick snow storm

Fri Oct 21
This day begins with quite a strong breze and a thick snow storm from ENE Steering S S E for Indian point and sounding every little while. a dark hauled on the wind away from the land. middle part strong breze and raining Lowering a Mast and sounding every hour. Latter part Moderate breze with rain. About 6 A M saw the land we called Indian point so do not let the Natives have the Old Low Boat with an old Sail and a Mast or Oar and Not even Mont a Shore; we have one on board that is going down with us. the Mode sail heading along for the wind. the wind E by E

Sa. Oct 22 Lat 62.40 Long 176.25 West
This day begins with strong breezes and foggy from the S E heading along by the wind to the S E Shortning in sail. Middle part Moderate breze Latter part wind Northerly. Latter part Cut and Cook and then gat up some Bone and went to Scraping Bone

Sun Oct 23 Lat 61.05 Long 174.29
This day begins with a Moderate breze and thick and raining from the N E. Steering S S E with all sail set. Latter part Scraping Bone nothing in sight. Middle part wind hauled to the W by N with a good breze and steering. Latter part Moderate breze with snow squalls Steering S E by E latter part Scraping Bone. saw Island of St Thatheus

1892 Benjamin D Cleveland Master

Mon Oct 24 Lat 5-9.2 Long 174.31 West
This day Moderate breze with squalls from the N.W. steering S.S.E. with all sail set Water finished steering rate Done the Island & St Matthews in sight. Middle port the same latter part still steering and round the same Water Broke out Water

Tues Oct 25 Lat 5-7.42 Long 172.22
This day Strong breze with squalls from the N.W. steering S.by E. half E. with all Sail set nothing in sight. Middle part round the same and still steering. latter part Moderate breze and quite clear. Watch employed in ship duty

Wed Oct 26
This day Moderate breze and quite clear from the N.W. steering S.S.E. with all sail set nothing in sight. Middle part the same. latter part round very light and quite clear

Thur Oct 27 Lat 5-3.37 Long 171.5-8
This day begins with a light breze with squalls from the W.N.W. steering S.E. by S. with all sail set nothing in sight. Middle part round very light latter part Moderate breze from the N.W. Watch employed in ship duty

Fri Oct 28 Lat 5.2.44 Long 171.27
This day begins with a Moderate breze from the N.W. steering S.E. by S. half S. with all sail set. Watch took some of the things out of the boats and put them into a bark and put the Starboard bow Boat on the aft part cranes nothing in sight Middle part a calm. latter part Moderate breze from the S.E. at day light saw land the Lord Howe Islands. working up into the 172 passed the Island of Seaguan with

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Sat- 29

This day a good breze from the S.E working to windward through the 172 pass and Kaquam middle part strong breze with light- Sail's and upper fore Topsail.. latter part hauling on hauled the uppers for Topsail and and put a reef in it and sut il- went through the 172 pass from the Clearing Sea into the Pacific Ocean.. the Island of Kaquam in sight a steam

Sun Oct 30

This day begins with a gale from the E.S.E blowing E.E.by.S. had to take in the Topsails and fit Staying sea.. the Island in sight a steam. Herbert Reynolds Boat steer fell on deck and put his shoulder out of place is off duty. Middle part wind moderated some and hauled to the E.E and raining with a heavy sea on. latter part wind moderated made sail wind from the E.S.E blowing E.E by S blowing at weight- at 8 oclock steam ahead on and shifting head- broke the Wheel Manage to make it fast with Steering Staff

Mon Oct 31 Lat 5°0.36 Long 170.47

This day Moderate breze with rain and a heavy swell from the N.E steering E.E.by.S. shifting in night. middle part wind hauled to the S.E again and thick. latter part Moderate breze and clear wind from the East heading along by the wind. Quality broke out Water and filled up Casks with Salt Water also Keeping at Mast-

Tues Nov 1

This day Moderate breze and clear from the East heading along by the wind with all sail set- nothing in sight- wind fast [illegible] with heavy sea latter part. Moderate breze from the N.N.E. steering E.by.S. with all sail set. saw fin backs

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Wed Nov 2 Lat 48.25 Long 166.36 W Est
This day Moderate breeze and clouds from the Wd steering E by S with all sail set nothing in sight Middle part the same. Latter part wind hauled to the W'W with fog squalls steering E. half S.

Thurs Nov 3 Lat 47.28 Long 162.58
This day begins with a strong breeze with fog squalls from the W'W steering E. with all sail set nothing in sight Middle part the same. Latter part wind moderated steering E half S Herbert Reynolds Boat steerer on duty again.

Fri Nov 4
This day begins with a very light breeze. from the W'W steering East. Watch sent down the Larest chest and other ship duty nothing in sight. Middle part wind hauled to the S & E with a strong squalls took in the light sails. Fred Pilgrim a Man forward was taken his watch on deck while work was going on and I sent and called him. and told him to get up on the house as a punishment and he told me. he would not so I shut him in Irons for about an hour after took the Irons off and sent him on the house a While. latter part blowing a gale from the East laying to under lower Main Fore sail and Stay sails

Sat Nov 5 Lat 47.18 Long 160.57
This day still blowing and thick with rain from the East more ship heading along by the wind Middle part wind hauled to the S & still blowing. latter part wind hauled to the S & W and blowing strong steering E. half S. under lower Fore sails and Fore Sails Nothing in sight

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Sun Nov 6 Lat 44.38 Long 156.40 West
This day blowing strong from ab S.S.W steering E. half S. under short sail pitching an deep. Middle part the same latter part moderated some more some sail Employed as

Mon Nov 7
This day still blowing but hauled more to the S.W. steering E half S. nothing in sight Middle part build moderated. Latter part hauled to the Wd. Watch busy washing ships inside

Tues Nov 8 Lat 45.02 Long 151.57
This day strong breeze with rain from the Wd. steering E. half S. took in the light Sails. finished washing ship inside Nothing in sight. Middle part the same latter part. Wind hauled to the S.W.W and blowing strong with a heavy Sea steering for the same course with 2 men at the Wheel

Wed Nov 9 Lat 43.50 Long 147.35
This day still blowing strong with a heavy Sea from the Wd. steering E half S 2 men at the Wheel nothing in sight. Middle part the same. latter part Wind moderated and hauled to the S.W. Made all Sail

Thur Nov 10 Lat 42.50 Long 143.18
This day strong breeze with rain from the S.S.W. steering E. half S. took in the light Sails and Upper Topsails. Watch Stoke out Water Nothing in sight. Middle the same. Latter part blowing strong with a heavy Sea from the S.W. took in the Mainsail steering the same

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Fri Nov 11 Lat 41.44 Long 139.56
This day still blowing strong with a heavy sea from the S.W. steering E. half S. under Main Top sails and Fore Sail nothing in sight - middle part wind moderated same latter part - moderate breeze from the W.N.W. made sail Watch & Watching Bone

Sat Nov 12 Lat 41.04 Long 137.10
This day moderate breze from the W.N.W. steering E. half S. Watch finished watching Bone Saw a fin back. Middle part the same latter part Wind hauled to the S.W. with a strong breze both in the light Sails and sent down the Cutting gear

Sun Nov 13 Lat 40 34 Long 134.28
This day strong breze from the S.W. heading along by the wind to the N.E. nothing in sight - Middle part Wind hauled to the W.S.W. latter part wind hauled to the W.N.W. steering E. half S. Michel Keen and George Powell are both off duty Sick also a Man we got at Maria Island a Mexican that we called Ben Butler is off duty sick has been off duty about 2 weeks

Mon Nov 14
This day a good breze from the W.N.W. steering E. half S. with all sail set. Watch took the rest of the skins out of the boats and put them into the hold also marking the Bone Nothing in sight. Middle part the same latter part - light breze. Watch busy drying the Skins

Tues Nov 15 Lat 38 27 Long 128.10
This day light breze from the W.N.W steering E. half S. with all sail set. Watch bundle the Bone and finished it - 39 bundles and put it below 42.60 lbs Nothing in sight - George Powell is on duty again Middle part the same. latter part good weather Watch both in the Cutting Stage. Saw a Sail

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Wed Nov 16 Lat 37.57 Long 124.16
This day begins with rain squalls and wind varied
to the Nd steering E. by N. took in sail of the light
sails. Michel Keen and Dan Butler are on duty again
Middle part a good breze. Latter part the same
saw a Merchant Schooner

Thurs Nov 17
This day quite a strong breze from the N.W.W
steering E. by N. About 8 PM raised
the Land the Coast of Calafornia
at day dark raised point-Rais light
and Farelone light- point-Rais light
bearing N.N.E. about 20 Miles off
Farlone light bearing about E. & E
about 15 Miles off. Middle part laying
at-ack. Latter part Mode sail at day light
and steared off E. half S. and about 7. A.M
took the Row Boat Rescue and about 11 clock A.M
We anchored in San Francisco.
So ends the Voyage of the Bark William Baylis

Herschel Island October 26th 1894

Herschel Island Situated in the Arctic Ocean in Lat 69-30 Lon 138-50 W it belongs to Canada and is about 40 Miles East of the United States Boundary Line and about One Hundred Miles West of the mouth of the Mackenzie River and seperated but a short Distance from the main Land it being seperated by a narrow strip of water full of Sand Spits it is 500 feet high and its Length from the N.N.E Point to the S.S.W. Point is 8 Miles and its Extreme width is 4 miles the Harbour is on the South side of the N.E Point of the Island it is named Pauline Cove and there is an Area of Fifteen Square yards where vessels can lay that dont Draw over 15 Feet of of Water this is the shape of the Harbour as near as I can Draw it

on the Side of the Spit that is marked with dots is where the Store Houses that are a mixture of Wooden and Canvas Buildings Native Huts Spare casks Boats wood and all spare Stuff put on shore to make Room for the other Houses &c that they Build on the Ships to Keep the Snow off and to Load in there are Fifteen Ships and Schrs Froze in now the last of us was Froze in on the 14th of October the weather has not very severe the coldest we have had it yet is 5 below Zero very little Snow has fallen up to Date the Ships have mostly got their Ice cut we get Ice water for Cooking and drinking purposes as Snow water is apt to give People the Scurvy we have had Four Dances three of them with Full Costume Music Dancing Card Playing and a Supper one was on the Beluga one on the Alexander and one in the Company House on Shore some Deer have been brought in by Hunters that are Fitted out by the Ships Masters

On Board of Brk Wm Bayliss

October 29. This Day begins with Fine clear weather Wind N.E. Thermometer 2 below. engaged in drawing Ice From the Ponds a Distance of Two miles it is Dragged by men and Dogs and about 150 lb to Ton is brought at a load and Ten Pound of Ice makes about one Gallon of Water. The Sun at Noon was about 5 Degrees High. Latter part Weather the same went on Shore and went into the Companys House some were playing Cards and some Billiards I have a little While and went back aboard of my Ship after Supper was invited by Capt Green to go on Board of The Steamer Alexander where They had a Card Party got Home at Eleven Oclock So Ends This Day.

Oct 30

This Day begins With a Snow Storm with a moderate Southerly Wind Thermometer at Five above Zero men Employed a Sledging down Ice. This Morning took a Stroll around the Island went on Board of the Thrasher and took Lunch with Mrs Hooker she is complaining of Rheumatism. Capt Hooker Father and Two Indian Hunters to go on the main Land after Deer. several man went from the other Ships they are Dogs to Drag Sledges it is quite busy. getting Ice Building Sleds making Platforms to put it on to keep out of the way of the Dogs I came on Board at Three Oclock and after Supper Went to Play on the Violin but Did not make much of a Hand of it so ends This Day

October 31

This Day began with Fine weather Wind S.W. Thermometer 5 above at 8 Oclock men engaged in Bringing down Ice engaged another Hunter to go out tomorrow went on Board of Brk Belga Capt & Mrs Sherman and Capt Mackenzie were down there The Latter and middle Part of this has very fine Thermometer Standing at 22 above so ends This Day

Clear

This Day began with calm fair weather Thermometer at Zero 9. a. m. at Noon 1 above Fitted a Native to Hunt Deer let him have two Dogs some of the Natives were back yesterday there have gone I suppose then Harness and come back the most of the Dogs have a great dislike to work they will stay around the Ship all Night and as soon as it gets good Daylight about the time they Harness them up they will go off and kick themselves and put their tails between their legs and look as Sheepish as a man would that had been caught committing some misdemeanor spent the Evening on Board of the Jerry Freeman with Capt and Mrs Cook. got home at 11 o clock so ends this Day

Nov 2 This Day began with moderate Over Cast weather wind South two of the Dogs that went out with the Native Hunter yesterday came back during the night the Native came Back and got his Dogs and started off for the Hunting Grounds. Mungey one of the Nanrach Hunters got back to Day and says he has shot 10 mountain Sheep 4 Deer and one moose. he had to give Four of the Sheep to his Dogs. the moose he Buried in the Snow but he thinks perhaps the Wolves may have Eat them by this time Life is very scarce on the Coast a whale came that has just been cut with the Natives and got back yesterday says that he went 20 Miles inland and was seen a week a cruising about and the only Life he saw was Ptarmigan or Patridges just a scene of Desolation. this Evening stayed on Board and tryed to Play the Violin but did not make a success of it. Capt Jerry came on Board and spent the Evening. no Event this Day

Nov 3 This Day began with a Strong West S. W. Wind and Over Cast Weather Thermometer Five above Zero. and rather Disagreeable outdoors but we manage to Ke comportable indoors Middle & Latter Parts Strong Breeze. from W. S. W. with Drifting Snow Stormy My Hunter Took Kaluna came in with Two Mountain Sheep they Weigh about 60 lbs Dressed they ~~were~~ & Brought the Head and Horns but the head was about half Skinned For Mounting it Spoiled it, in the Evening I went on Board of the Narwach Capt Lee & Sitton were there we had Cards and music Pop Corn and Molasses Candy so ends this Day some one Stole ~~the~~ some of the Troopers Deer Meat that was hanging up in the Rigging. and one of her Men Run away and old man 65 years of age he had been Master of a Merchantman Years ago.

" " 4 This Day began with clear weather with a Moderate West Wind Thermometer Five Below Zero. Went out for a walk got Lunch at 12 am on Board of Brk Wanderer took a walk on Shore around among the Natives. made a call on Mrs Wilkes but Mrs Green Porter and Capts Green Porter & Wilkes Not at Home Fine but Cool all Day

" " 5 This Day began With Moderate Breze from N.E. Thermometer 11 below Zero. in the Afternoon 6 Ozillicks a Tribe of Indians the Red River, I believe some say they came from the Rampart House and some from LaPere House they bring in Deer Meat and a few Skins Capt Wilkes Men came back during the Night, and although he was talking about committing Suicide, when they heard him on the House they thought it was some one after Deer Meat they Fired a Rifel at him he sung out like a good one so he was not ready to Die yet a man that has been Sick for three months on Board of Schr Rozario. Sail to Day and will be Buried Tomorrow

So Ends This Day

Nov 6 This Day began with moderate Breezes and Fine weather Wind E. N. E. Thermometer 5 below Zero this day Paid off the Natives that I had engaged my Men 137 lb of Tobacco they will Travel back about Three Hundred Leaues miles the Dear cost no body gets any the they are engaged Bankrupt Ships with Goods round at Hunting Sea Otter from the Shore so ends This Day.

" 7 This Day began with Fine weather and a Light Breez from E. N. E Thermometer 2 below Zero at 11 Oclock A.M. the Egillick left for their Homes at one P.M the Man that Died on Board of the Rozario was Buried. it Makes the Fifth that has been Buried since the Ships have wintered here. it has been a very Fine Day after the Funeral, three of us took a walk of Two miles over the Island and the Sun Set. clear and Fine there has been some Ill Feeling created about the way the Bread has been distributed that was brought in by the Egillicks but I guess that it will Blow over By & By So ends This Day

Nov 8 This Day began with Fine Weather and a light Breez from the South Thermometer from above Zero after Breakfast I went on Board of the Pearle and got 6 Sea Traps for my Indian Hunter who is in Company with Young & Sough and one more of the Natives Hunters and are going down to the Southwest Sand Spit of this Island and will build House for Living in during the Dark part of the Winter after I got the Traps for him he wanted to a Fine South Comb I told Brackenridge that he should share with me in what ever he got by it but he declined with Thanks after I got clear of my Natives I went

I or a walk to the Ice Pond where the New York and several other Ships are Cutting Ice a Distance of about Three miles in going Down I saw Two men a Sliding on Ice I went up on the Hill when they came and they asked me if I Dident want to Try them I told them at First I dident care to try them but I did Finally Try them the Hill they were on had a grade of about Three Thousand feet to a mile and the Snow Crust was quite hard and the Hill was about an Eighth of a mile long the First time I started I got about 20 Feet and Landed on the Top of my Head but the Snow broke through so it did not hurt me a Particle the next I supp I took they caprized me after going Ten rods I ran into a Bank that I must to the Barn had a Drink of Water. They have Put a Bell upon the Company House that will be struck at 12 Oclock and 6 Hour so that we can Keep the same time all over the Island I think I will play at Home. So ends This Days with Fair weather and nine NE and Thermometer Dropping.

Nov

Nov 9th This Day began with Hazy weather and the wind west at 8 Am Started on Foot for the South End of the Island for Exercise on the Sand Spit at that end of the Island an Officer and the Cooper of the Wrecked Bark Rein Deer came in a Whale Boat a Distance of 220 miles and Built a Sod House Intending to Whale it in the Spring but it looks as though it was a Spirited adventure when I got down there I saw I saw Smoke coming out of the Stove Pipe I Sounded on the Door but could not Raise any one I felt the Hand of a little Water and a little bit of a rest as the Distance is Forty miles but the Sun was getting low and the Wind was Rising I concluded I had best start for

for me. I think it took me longer to get back than it did to go and I was just about played out when I got to the Ship, the Crew are engaged in Banking up the Ship some of the Natives Ladies are out in the Native Suit which consists of Deer Skin Pants and a Short Skin Frock that comes just below the Knee. the Natives name for it is an Artega the Pants are Cut with the Legs quite Loose and very Full Astr the artegas are left open pretty well up on the sides I Suppose that is so as the Ladies can get their hands in their Pants Pockets Last it was a clear and a Beautyfull a night as ever a night as you will ever see the Sun I mean making it almost as light as Day to night the Wind is Shifting & Hailing as there it regretted that last night was no time who Would have thought a few years ago of Ladies Wintering in the Arctict Ocean but seem to take Pleasure in it but so it is but it is a Dreary looking Landscape, Last year the Sun went out of Sight on the 29th of November and come back the 13th of January this would in all Probility one Hundred of Spirit. the Bible say but what the night will be like one Hundred if not one only. do any by this Angels People our chance in the night will be all Right

So Ends this 9th of November

Nov. 10.

This Day began With moderate westerly Winds The mometer 2 below after Breakfast took a walk up in the the Hill for exercise come Back and went on Board of the Ice & Winthrop a little while Capt Simmons leave the the Ice more in 6 hours at three Oclock, came on Board. Weather looks Lowery but it is moderate The mometer at Zero so Ends this Day

Nov 11 This Day began with W.S.W. Winds and a Snow Storm. Four Eskillick came in with Deer meat one came to our Ships & Boat with 297 lb of Meat From them they are going to take Letters for us nothing of Importance transpired Crew Employed in Ships Duties. Ends &c

Nov 12 This Day began with a Strong Breeze and Snow * Thermometer 2 below Zero in the afternoon cleared up with Fine weather & might had a Dance at the Companys house was a good time Sat down at one Oclock it was a Beautyfull morning at 4 A.m. it began to Blow and at Daylight it was a Blizzard at Daylight Blowing Strong From W.S.W. at 7 Oclock Thermometer Stood 3 below went on Shore at 10 aim to help put the House to Rights in the Evening went on Board of the Jerry Freeman and came back at 11.30 it was a terrible Night & it is a Wild Storm so ends

Nov 13

Nov 14 This Day began with a Strong N.W. Wind Thermometer 14 below it is just Blowing a Blizzard at one Oclock went on Board of the Thrasher while there a Boat Steerer came on Board who had lost his way the night before while coming From the Shore with his Hands Feet & Face Frozen his Feet were Like stones and when he put his Feet Down they sounded like a Hammer Striking - the Doctor they put his hands & Feet in Ice Water and Rubbed his Face with Ice it took about an Hour and a Half to Draw the Frost out of his Feet and hands it was Drawn from his Face easyer they then Bound his Feet & Hands in Ram Scraped Potatoes and put Witch Hazel on his Face at 9 Oclock came on Board Brothers Anderson Ends This Day.

16 This Day began with Light Westerly Wind Thermometer 19 below Zero the Eskillick left to Day and I am glad of it the man that was Frozen is very comfortable to Day - Banking Ship with Snow Hatch Part very Fine but Cool Ends &c

for 17 This Day began with Fine Weather and a light N.E. wind Thermometer 17 below I heard that a man had Died on Board of the Threather afterwards found it was a Lie it has been very fine Sun rise at 10 30 Set at 1,30 the Captains Wife and Children were out for a stroll last Pennyman and his Mates are both laying up with Colds nothing serious .. so ends the Day

Nov 18 This Day began with Fine weather wind E.N.E Thermometer at 7. a.m. stood 25 below, and it is Fine walking mathis November is working on towards its end and I say let her have it went ashore after Breakfast and had a walk went on Board of the Jessy Freeman a Little while then went down to the hill where they were Sliding on Sleds & Skees it has been a Bright Beautifull Day- Thermometer at Dark Stood 20 below went on Board of the Narwach to Night met Mrs and Capt Weeks had Candy & Corn Balls and came on Board at half past 7 Clr and so ends this Day

~~Monday~~ 19
~~Tuesday~~ This Day began with Fine Weather Wind W.S.W. Thermometer 17 below Zero at 9 A.M. went on shore Found around considerable after a Stone for my Native Hunter got and did one at last - The Man that got Froze on the Threather is coming on all Right my Hunters Little Girl is all most Dead. The wind is Brewing up Strong I think a nother old Blizzard is going Ready to Blow. the Voyage of Life and whaling - are both Shorting so ends the

Tuesday 20 This Day began with Fine weather and light variety wind Thermometer 13 below and all hands in good Health with good appetites went on Shore at 10 A.M. and staid till 3,30. nothing of Interest has transpired so ends This Day

Wednesday 21 This Day began with Hazy weather Wind W.b.
Thermometer at 13 below. after Breakfast took a walk over
to the Ice Pond. it was quite cool on the Hills
went on Board of the Fearless. while there the
Eskimo came in. with 250 Deer meat sold with
Spent the Evening on Board the Narwhal
Capt Mr Porter of the Freeman new there
has Comply Card &c. no ends this Day

Thursday 22 This Day began with Fine weather Light Westerly
Wind Thermometer 23 below Zero to Day there has
nothing transpired of any interest Sending around
to find an Oil Tank to melt Fresh Water in
Middle and Latter Part Fine weather no ends

Friday 23 This Day began with Fine weather Thermometer
20 below Zero at 2 Oclock went on Board of Narwal
and had Dinner while there was Invited to
a Social time on Board of the ~~Narwal~~
Beluga we enjoyed ourselves nicely no ends

Saturday 24 This Day began with Fine weather Thermometer
13 below at 12 A.M. Eskimos were Paid off and
started for home in the Evening went on
Board of the Freeman and spent the Evening
another Gang of Eskimos have coming
the Freeman got three of them Beluga two and
Fearless two or one I believe, they brought in about
1100 lb of Meat. Deer & Moose, and in pay about 60 Tall
in Trade at cost Price of Trade there is considerable
Skimpishing to get them on Board of some of
the Ships they came about 6 Days Journey with
Dogs and Toboggans they have Dogs harnessed
in with Traces and Saddles and some of them
have Bells on they make quite a Gay and Curious
appearance. Tomorrow is Sunday the 25th and it is
the 36th Anniversary of my going to Sea a long
time. Sends &c

Sunday 25 This Day began with Southerly Weather Thermometer Spitting Snow all Day The Ladies went out for a walk yesterday I saw the Sun at noon just above the Horizon it is Dark and Dull on the Horizon and Sky look as though it was Blustering out but not much Ack to them as it is to be a Concert given on Board of the Belzora by an Amateur Minstrel Troupe on Thursday night The Name of the Troupe is The Herschel Island Snow Flake Serenade &c

Nov 26 Monday This Day began with Fine weather and Calm Thermometer 20 above Zero we saw nothing of the Sun to Day as it began to Snow at 12 Oclock but only a Spitting The Weather remained mild all Day. Went on Board of the Thrasher and saw the man that has Frost Bitten he will have to loose three of his Fingers on the Right Hand and Half of Two on his left and some of his Toes on both Feet the Skin on the Sole of both Feet has come off leaving them Bare got two Wolf Skins From my Native. The Snow Flakes was on Board Rehearsing For Thanksgiving Last night. Capt Tilton took to Drunk and Stole the Captains Room this Morning they put him Forward so ends this Day

Nov 27 Tuesday This Day began with good weather The mercury 3 below it is would looking Sun no Light we have to burn lights all the time Very Calm if you wish to Do anything Middle and Latter Part Fine in the Night wind Howled around to South West. So Ends Do

Wednesday Began with Fine weather Wind N.E Thermometer 10 above Went for a walk over to the Ice Sends with Capt Porter to morrow we will see The Sun as it is Clear for the last time this year it will be gone for 44 Days the 12th of January will be the Day we will Look For So Ends Do

Nov 29 This Day began with clear weather and a strong N. W. wind Thermometer 14 above and it is Thanksgiving Day above all others that brings us to the minds of our Friends and Friends to our remembrance a year ago to Day I was at home with my Dear Wife and to Day I can't take it makes me Home Sick I have had an Invitation out for Dinner on Board of the Alexander and a Complimentary Ticket to go to the Concert given by the Snow Flakes now I am going out for a constitutional I think I will try the Lower Ice Pond Most of the Ships are Banked up now and it does looks they put me in mind of the Brick Gun Boat at the World Fair This Evening is the Concert it was very good and I think that all hands enjoyed themselves we had Roast Pork for Dinner on Board of the Alexander it tasted fine was mashed in the Shape of a Ham which and it was very Artistically done by the Steward as the Concert was over there was a Lunch of of Sandwiches Cake & Ice Cream I have my Cloth Clothing and was very comfortable after Lunch was over we all and take about half an hour and all went on Board of their Respective Ships Excepting the performers which went on Board of the Thrasher where a Supper was prepared for them That must have satisfied the Boys Stomachs, and we ended Thanksgiving Day in the Arctic Ocean or Hezzebel Island Lat 69-30 in the year 1894 I think it was passed very Pleasantly by the most of us. If not all yours Truly The Sun did not show up to Day so that we will have to Dock this for the next 6 weeks

Nov 30 This Day began with Good weather with the thermometer 5 below so far as any Life is concerned the Days and Nights are a Desert in the middle of the Day it is light enough to write or Read below without the help of Lamps I took a walk to the Ice Ponds and around the Vessels a little while and came to

Thermometer 14 below and more East

December the 31st the beginning of the last month in the old year only 11 months and it will make half a Century that I have lived on this Terrestrial Sphere and the world goes on just the same as if I want here and if I was Dead it would go on just the same as if I was here the weather is wonderfull This morning Capt Tilton had stated and that there was to be one Surgeon to be performed on the Man on Board of the Trawler on the Man that was Frozen so I went over to See if it was true they amputated all of the Fingers on his Left Hand (just clear of the Palm of his hand) and two of the Fingers on his Right the Fore and one and Three Toes on his Left Foot if it was me I would as soon they would have administered a little more Chloroform because he will be a Burden on some one the rest of his life and Stumps Fingers and the Day is not Faye off when we will all be things of the Past after the operation was Performed I concluded I could Do it just as well as it was Done I then took a walk of 6 Miles and after Supper went on Board of the Trawler and Spent the Evening

Do Ends 4C

December Sunday the 2nd

This Day began with fine weather wind moderate and Thermometer 14 below at Dinner went over to the Cemetery Hill where there was about a Hundered People a Skating and a Skeeing I managed to get Down once without a Tumble on Skates and the rest of the time I slided I brought up on my Beam Ends in the Evening I went on Board of Jerry Freemans Death Feast as usual &c. My Landlord Hamlet sent me word to Day that his Little Child was Dead and wanted me to have a Coffin built and sent Down to him also as he was Feeling very Bad he would like to have a Bottle of Whiskey to console him I sent the Coffin but kept the Consolation

To Ends 4C

December Monday The 3rd
This Day began with fine weather No Wind
Thermometer 8 below I just Loafed all Day Has
has Nothing Transpired of any Moment
This Day only bringing us one Day nearer our
Journey Ended our Hearing us one Day less
Provide for so we will call this Day finished

December Tuesday the 4th
This Day began with Hazy weather and a Strong
Wind from W.S.W. Thermometer 20 below I went
on Board the Thrasher and saw them Dress the
hands and Feet of the man that the amputation
was performed on Last Thursday until ten Oclock
the weather very Bad so ends it

December Wednesday 5th
This Day began with ~~Fair~~ Bad weather a Gale
From the N.E.N. Air full of Sleet and
Driffting Snow Thermometer 22 below and Darkness
is quite Thick Capt Mackenna & Cogans are
to give a Supper & Dance to night have Received and
accepted their Invitations Last at Home this
Evening So Ends this Day

December Thursday the 6th
This Day began with Thick Hazey Weather
blowing a Gale from N.E. Thermometer at
22 below Capt Cogans Dance and Supper was
Postponed on account of the weather I think
they will have to Postpone it again if the
Weather dont improve soon the Chief Mate
of Navach and my Chief Engineer got
back from a hunting Cruise with four
Deers having been gone 5 Days and got
one small White Fox. I Dont think they
Got much pleasure out of it I Spent the
Evening on Board of the Freeman
so Ends this Day

December Friday the 7th 1894 This Day began with a heavy Gale from S.W. Thermometer 29 below Last Night I went to a Dance and Supper on Board of the Northern Light from 9 oclock this morning in the afternoon went on Board of the Alexander at 6.30 left there to come Home and although it was only a Sixteenth of a mile it was all I wanted to do the wind blew Heavy all Night So Ends &c

December Saturday the 8th
This Day began with a gale blowing a Gale from W.S.W. Thermometer Down to 30 below a great Deal better weather Down below then aloft I learned yester Day, that Mrs Sherman would become a mother in May I am glad if it is not May Wife it may be all right but it is a long place to be confined beside being Dangerous I hope it may be well with her. The latter Part of this Day this weather has improved. The Thermometer went up to 20 below so Ends &c

December Sunday the 9th
This Day began with clear weather and a Strong wind from W.S.W. Thermometer 20 below nothing of importance has transpired this Day I went on Board of the Narwhal and Spent the Evening so end &c Received an Invitation for the tenth to celebrate Capt Wickes Birth Day Party

December Monday 10th
This Day began with a strong wind from W.S.W. and clear weather Thermometer 30 below Zero had my Ears Frost Bit, in the Evening went to the Birth Day Party and had a fine time for a Partner in the Virginia Reel I had Miss Dorothy Porter aged 5 years Junior

December Thursday the 11th
This Day began with Fine weather and a Light air Thermometer 39 below Zero nothing Interest Transpired we was at work Banking up Ships so Ends this Day

December Wednesday 12th
This Day began with Fine weather and a Light breeze Thermometer 34 below Zero. Middle of the Day was fine a great Deal of talk that perhaps by mean some thing and may be Detect a gang of men that are picking up Wood &c. on the pretence of Deserting in the Spring but I think it will be foolish in trying it on the Evening Capt Mackenna and Cogan were on Board and Spent the Evening so Ends this Day

December Thursday the 13th
This Day begins with clear weather and a Strong Breez from N.N.W. Thermometer 34 below Zero nothing of note took place Except Capt Mackenna gave an Supper to the Ladies in the Evening I went on Board of the Beluga So Ends D.

December Friday the 14th
This Day began with Fine weather and a light N.W. wind Thermometer at 26 below I went over to the Theatre and saw the mans Foot or Feet and Hands the Hands are looking well but the Left Foot is in a bad condition after that went over on the Hill when they were Shooting and then came home and did not go out again So Ends this Day

Saturday the 15th
December begins with a moderate Gale from W.S.W. Thermometer 31 below very bad out Doors but kept comfortable in Doors one or two men have Exhibit nothing Serious I had my Left Ears Froze was at home in the Evening So Ends this Day two men dressed up as Ignaws got Scared badly by some one who Fired a Rifle over their Heads

December Sunday the 16th

This Day began with a Strong Wind from W.S.W Thermometer 31 below in the afternoon the wind veered down and the Evening was very fine I was on Board the Fearless until ten Oclock So Ends Sunday the 16th

December This Day began with a Gale from N.E. middle and in the Part Fine Thermometer 26 below last night Mr Peake Chief Engineer of the Jersey Fireman Died with Heard Disease the Weather is cold and hard to hear the Engine of the Crane is very lockins it is Frozen. Mud and it seems like cutting Stone, to cut it out. they use Axes and make very Slow work they have dug Down two Feet. Deep he will be Buried tomorrow I Spent the Evening on Board the Fearless So Ends 96.

December Tuesday the 18th

This Day began with Fine Weather & S.S.W Wind Thermometer 13 below at 1.30 P.M the Funeral of Mr Peake the Ceremony was Masonic but of course Curtailed on account of the Inclemency of the weather, Tobacco they used a Greenish Vine that grows all over the Island there is not any leaves on it the Sinners here call it a Willow but the only thing I have seen that looks like at home is a Beech Plum Bush only the Plum Bush is much thicker Wooded at Dark it began to Blow hard at 10.30 Oclock a regular Blizzard was under way so ends

December Wednesday the 19th

This Day began with a Strong Gale from the N.W.S. The Thermometer stood 13 below I Was on Board the Fireman to the Capt Porter who is Sick of a Cold nothing of Interest I have occupied So this I Ends with Fine weather

December Thursday the 20th
This Day begun with fine weather the wind light from W.S.W Thermometer Reading only 3 Below in the middle of the Day it begun to Snow Latter Part Visited Capt Porter who is Sick
So Ends this Day

December Friday the 21st
This Day begun with fine weather and Calm Thermometer Stood Zero the Sun will start back January this is the longest night but have gained Daylight for three hours of course there is not any Sun but it is light enough at 8 A.M until 4 P.M to Work at any common work out of Doors. Nothing of importance transpired one of Capt George Porters Hunters came in and brought in 6 Deer one of Capt Lord's Hunters is Reported with 30. A native of this Island was Buried So Ends D.C

December Saturday the 22nd
This Day began with fine weather Thermometer Stood at 12 A.M Blowing a Gale at Dark Fine weather & Calm nothing of note one Hunter brought two white Fox Skins So Ends

December Sunday the 23rd
This Day began with fine weather Wind N.E. Thermometer at Sun 17 above Zero visited Capt Wm Porter who is Sick and took Dinner and Spent the Evening on Board of the Thames a Fine Night So Ends D.C.

December Monday the 24th
This Day began with fine weather Wind E.N.E Thermometer 23 above. everything is melting around The Ships where the Ice was up above the Banking is all Falling down owing to some thing Exceptional about this weather Capt Porter is feeling some better and the man that had the Amputation performed on him to Day will his Arm are healing up nicely and his Toes also but all of the Fingers Toes &c on his Right hand are all exposed and the most of them are Destroyed leaving the Bone exposed but I think that the Flesh will cover the Bone but the hand will

allway's to Ship and We Had nice Sleding this Day

December Tuesday the 25th
This Day began and continued Fine Wind to the Eastward Fine weather the 25 above and Christmas and the Day has been spent in visiting and Sleeing Coasting &C I took Dinner with Capt & Mrs Hicks Tilton & Foster in the Evening attended an amateur performance of the Fine Denomination of was very good after the Farce we had a little Lunch with Ice Cream

December Wednesday the 26th
began with an Easterly wind Thermometer 28 above, in the day a man Shot himself in the Head with a Revolver also a Boy Drowned in Ships Mast came one is trying to Kick up an Excitement as there is Rumors of some of them talking of Running away this Day & not with standing the weather

December Thursday the 27th
This Day began with Fine weather and a light Southerly wind Thermometer 3 above 3 men Deserted from the Fleet 2 of the Thrashers and one from the John & Winthrop they State 15 Days from the Different Ships in opinion of the masters and that they will probably Perish Was Down on the Hill where there was lots of Sleeing and Coasting There of the Ladies coming Down on Sleds being Interspersed between Capt Lord & Tilton. spent the Evening at home with Capt & Mrs Green So Ended

December Friday the 28th
This Day began with fine weather wind S.E. Thermometer 30 above Went Down on the Hill and Sleed the Sleds came back pulling Sailors Down pulling up Mechanics on Board Capt Green in the Evening a man from the Nonsuch Stole a Plank from the Beach belonging to Capt Mooney they soon visited the room by pulling him out Down So Ended

December Saturday the 29th
This Day began with good weather Wind to
the Eastward Thermometer 18 above Two of the
that were taken by the Dezerters came back to Day
nothing Interesting has ban hard or transpired
this Day of any interest to any one but I Know
that am Sun Set Ends. I Spent the Evening on the
Narrach

December Sunday the 30th
This Day began with Fine weather and a Light
Thermometer 18 above. Spent on Shore and on Board
of the Ships Capt Porter of the Terror
slowly recovering a Strong wind during the Night
Set Ends Night 26 - Thermometer 26 above

December Monday the 31st
This Day began with fine or rather warm weather
as it is thick and the Snow is Falling and Blowing Wind
South Thermometer 26 above there was a no Dance
given by some of the Indies in the Below
when we saw the Old Year out and the
New Year in Set Ends Day Month & Year

January Tuesday the first of January 1848 appears
to come up with all its Hopes and Joy
Poor Simple Thousands of that when they
say Hell is paved with Good and Broken
Thousands of things and men that it would
seem almost impossible to do without and
the End of the Year we will find them
passed on & Existence and the world goes on
as well with out the Wealthy is Fine and
the Thermometer stands 14 above
after Breakfast the Gentlemen and Ladies
on the Ladies there was a Concert on Board Bitty
I was on Board of Terror Freeman until
9 Oclock Some Esquimick Indians came
in yesterday, and reported seeing the
men that Dezerted about 20 miles from here
with the Dogs on the Sled which they say was heavy
Loaded and they were Bound for Mackenzie
River Set Ends 1

January Wednesday the 2nd 1895
This Day began with good Weather and a Stong Breze from the Southard Thermometer Stands 14 above and I wish it would get Down where it belongs as there seems to be quite a number of Cases of Sickness since it has moderated I was on Shore the most of the Day in the Evening went on Board of Northern Light to see Capt Cogan who was Sick but he only has a Cold it seems rather Strange to think how many times I have been Board to see Sperm Whales and last Night I come walking out of the Main Door of Ice Store I Go Not Do

January Thursday the 3rd
This Day began with Strong Breze from the South with Snow and Thermometer 19 above Strong Breezes all Day air full of Snow Spent the Evening on Board of Narwach I Go not This Day

January Friday the 4th
This Day began with good weather and a Str. Wind There was no Sea to Speak of the remainder of the Day was Fine and cool at Dark it was 24 below the Northern Light here and in Full Force Spent the Evening on Board of the Narwhal I Go Not Do

January Saturday the 5th
This Day began with Fine Cool weather Wind N.W. Thermometer 30 below there has nothing Transpired of any moment there 24 Hours

January Sunday the 6th
This Day began with Fine Cold weather Wind S.W. Thermometer 32 below Two Natives Hunters Came in with 17 Deer Spent the Evening on Board of the Belugas Go Not

January Monday the 7th
This Day began with Fine Cold weather Thermometer 23 below Wind S.E. Crew of my Hunters came in with 60 Grouse

January Sunday the 8th
This Day began with Fine weather Wind S.E. Thermometer 23 below. Middle & latter part a S.W. Gale and I saw one of the men that came Back to the Thrasher had his Heel Frozen So Ends this Day & C

January Wednesday the 9th
This Day began with Fine weather and a Strong S.W. Wind Thermometer 1 below. Middle & latter part a S.W. Gale and I saw one of the men that came Back to the Thrasher had his Heel Frozen So Ends this Day & C

January Thursday the 10th
This Day began with good weather and a S.W. Wind Thermometer 28 below. Middle & latter Part the same So Ends this Day & C

January Friday the 11th
This Day began with Overcast Weather Wind West Thermometer 15 below. There is not much going on at present. Billiards Cards and Coasting & Skating So Ends this Day & C

January Saturday the 12th
This Day began with good Weather but Hazy Thermometer 28 below Wind S.W. I should have seen the Sun to Day but coming to the Hazy view of the Weather we did not See her So Ends this Day

January Sunday the 13th
This Day began with a Strong S.W. Wind and Snow Thermometer 22 below. Hazy in Part of March most of the Day and Evening. So Ends this Day & C

January Monday the 14th
This Day began with a moderate Gale from S.W.
Thermometer 16 below. middle and latter part
Good weather, The man that I had his
Finger and Toe amputated on Board
of the Thrasher is in a bad Condition
they healed up and now they are opening
up again and the stench is fearful
So Ends &c

January Tuesday the 15th
This Day began with Fine weather from N.E
[illegible]. The mercury 32 below. Middle & Latter part
Fine Sun. The upper Half of the Sun the first
in Sight about 12 minutes on a Par of the Captains
age Sick with Colds Several Days have Died in
the last Few Days from some Distemper
and it makes it rather Uncertain as they are
the only means we have of getting
Deer meat in from the Country So Ends
This Day

January Wednesday the 16th
This Day began with Good weather Fine N.E
Thermometer 26 below in the Evening Mrs Green
gave a Party in Honour of her Birth Day
We was on Board of the Belega until one Oclock
this morning So Ends the morning and
Evening &

January Thursday the 16th
and This Day began with Fine weather
this N.E Fine N.E The mercury 22 below
Sun was in Sight for an Hour & an Half
on the Hill Skeeing and Sliding &
both very Cold & Bit So Ends
&c

January Friday the 17th
This Day began with Fine weather this
to the North Thermometer 30 below and Down
on the Hill Coasting one of our Boatsteezers
got Teeth loosened by a Collision with another
Sled [illegible] on the Hill Barrack was Completed
Quickly with playing Ball

January Saturday the 18th
This Day began with fine weather Wind S.W.
Thermometer 32 below, Sent 9 Men on the
Hill a little while but it was too Cold
So Ends This Day

January Sunday the 20th
This Day began with Good Weather Wind
S.E. Thermometer 27 below and a very
Fine Weather Day The Sun was in Sight
For almost 3 Hours So Ends 4C

January ~~Sunday~~ the
monday the 21st
This Day began with Fine weather Wind light
S.W. Thermometer 8 below Coasting & Skating
N. Ends 4 C Received Invitation to a Concert
one to a Party and one to a Dinner

January Tuesday the 22nd
This Day began with fine Calm weather
Thermometer 7 below. The Day was Fine
Through out all Hands Skating and Coasting
Foot and Base Ball Playing So Ends this
Day

January Wednesday the 23rd
This Day began with good weather and
a strong NE Breeze Thermometer 8 below Mr
Porter & Cook gave a Party Beau Will
and Dancing it Was a Success Every thing
So Ends 4 C

January Thursday the 24th
This Day began with Fine Weather
Wind S.W. and Light in the Evening it
Breezed up Strong Latter Part Fine So Ends

January Friday the 25th
Friday This Day began with Fine weather and
S.W. Thermometer 6 below Mostly and Latter
part Fresh Breeze Hazy had a Shower of Balazo
So Ends V.C.

January Saturday the 26th
This Day began with good weather Wind S.W.
Thermometer 8 below So Ends 4C

January Sunday the 27

This Day begun with a Strong N.W. Gale
Thermometer 8 below one of my Officers
Mr Sweazy was the unfortunate Man by Frost on
my Lead Mast on them I cured them.
So Ends 9 C

January Monday the 28th
This Day begun with a Strong Gale from N.W.
Thermometer 28 below. Still blew Strong all Day
So Ends this Day

January
Tuesday the 29th

This Day begun with a Strong S.W. Gale
Thermometer 22 below Thick & Blowing for this
24 Hours So Ends 9 C

January
Wednesday the 30th
This Day begun with a Strong S.W. Gale
Thermometer 20 below. Mr Walker the 4th Mate of
Brk Belaya has just come back from the Ramparts
Horse where he has been Trading for Deer
meat it took him Four Days and Three Nights
to get back with 200 lb of Meat So Ends 9 C

January
Thursday the 31st
This Day begun with a Strong S.W. Gale
Thermometer 22 below had a Dance and Card
Party on Board of the Horatio

January
February Friday the 1st
This Day begun with Good Weather
indoors and a strong Gale outside Fore.
Mid Part Thermometer 22 below Middle &
latter Part Gale still Blowing had a Present
February of a Saddle of Deer
Saturday the 2nd
This Day begins with Strong S.W. Gale
Thermometer 22 below Latter Part Moderate

February

Sunday the 3rd
This Day began with Fine weather Wind S.W. and Light Thermometer 28 below. Latter Part Fine So Ends ye

February

Monday the 4th
This Day began with Light S.W. Winds and good Weather Thermometer 10 below good weather . . .

February

Tuesday the 5th
This Day began with Fine weather wind S.W. Thermometer 18 below. Ten Ships Fitted out Hunters and Men to Hunt for Bears and Rabbits and Foxes

February

Wednesday the 6th
This Day began with Fine weather Wind S.W. Thermometer 28 below but a fine Day . Fitted out a Hunter after Deer

February

Thursday the 7th
This Day began with Fine Cold weather Wind N.E. Thermometer 20 below - At Ten o'clock it began to Snow and Breeze up Strong Several Men went out to look for a Bear that was seen yesterday a Sled from Capt Green went out after meat from an old Carcass to feed the Dogs & with Five (men) one of the men got Cold and started to Come Back to the Ship at Four Oclock the Sled got Back to the Ship and not finding the man they started a search Party that got Back at Six without success the weather being very Cold and Disagreable on account of the Fine Frost Flying in the air There was a party given on board of the Theater in honour of his Birth Day he had a very nice Time and kept it up until 3 Oclock in the morning and it was Beautyful weather with a Full Moon

So Ends ye

Febuary Friday the 9th
This Day began with Fine weather and Calm at 8 oclock Thermometer 16 below. At 8 oclock this morn of the Horatios Crew were going out after Dogs and they found the man that has lost from the Ship yesterday he seemed to have wondered around all night he had lost his mittens his Hands were froze and his Wrist also and both Feet and Ankels it would have been better had he froze to Death as he is in such a condition that he will be only a miserd Junck. and I don't think that he will survive the Amputation of his Feet & Hands as he has a Doz that dont mak or had what the Natives call Milly Killaye we have to Kill her Dogs &c

February Saturday the 9th
This Day began with Thick weather & Calm Thermometer 16 above at 4 oclock it was 30 above it has been a Spring like Day there was several Snow Birds seen So East

February Sunday the 10th
This Day began with Fine weather Wind S. W. Thermometer 1 below middle & latter part over East

February Monday the 11th
This Day began with Fine weather Wind S.W. Thermometer at Zero So East

February Tuesday the 12th
This Day began with Fine weather Wind S.W. Thermometer three above The man that was froze last week Died at 5 a.m. on Friday Fine weather throughout the Day

February Wednesday the 13th
began with Fine weather Wind N.E. middle and latter Part Hazy The man that was Buried (the Day) yesterday Thermometer 5 Below

February Thursday the 14th
This Day began with Fine weather wind N.W
Thermometer 14 below I Received a Valentine from
Miss Dorothy Porter a very Nice one so Ends it

February Friday the 15th
This Day began with Fine weather wind S.W
Thermometer 10 below about 30 men from the Different
Ships went out on the Flow Edge to look for Seals
but were unsuccessfull on Wednesday the 13th and
13th in the 12th there was several Iron Birds seen

February Saturday the 16th
This Day began with Stormy weather wind S.W.
Thermometer 5 below. Middle and Latter part
Storm increased a wife of one of the Native
Hunters was Froze to Death Two Days ago it was

February Sunday the 17th
This Day began with Strong Gale from the S.W
Thermometer 15 below middle and Latter part Stormy
Was on Board of Narvack all Day So ends

February Monday the 18th this Day began with a Strong
Breze from S.W. Thermometer 29 below middle
& Latter part Fine So ends one of the Tuitons
men is very Sick

February Tuesday the 19th
This Day began with Fine Calm weather wind
S.W. Thermometer 34 below Tuckaluna came in
with 5 or 6 Deer, and that he traded with
from the Esquimicks So Ends

February Wednesday the 20th
This Day began with a Strong S.W. wind
Thermometer 20 below. Middle & Latter part very
mutch So Ends It the man on the Tuitons with Consumption died

February Thursday the 21st
This Day began with fine weather wind S.W
Thermometer 15 below. Went to an Entertainment
in the Evening Burried the man that died
yesterday on Board of the Tuitons

Sunday Februarey the 22nd
This Day began with Fair weather Wind
S.W. Thermometer 28 below 0 Hunters
28 below. There was a Dance in the Company
House given by Capts Lovell & Money to Crafts

Saturday Feb the 23rd
This Day began with Good weather but Cold
Wind N.W. Thermometer 38 below 0 N.C.
Fitting out a Hunting Co Camp

Sunday Feb. the 24th. Woodcalona went out
This Day began with Fair weather Wind
N.W. Thermometer 18 below. Middle and latter
part the same

Monday Feb. the 25th
This Day began with Fair weather Wind
N.W. Thermometer 28 below 0 Capt Crafts Hunters
~~Hunters~~ Hunters that went out Three Days
ago have just got Back with a Bear Skin

Tuesday Feb. the 26th
This Day began with Fair weather Wind
Thermometer 24 below 0 Co Camp

Wednesday Feb the 27th
This Day began with Fair Cold weather
Wind N.W. Thermometer 41 below. all Day the
Middle & Latter part Fair weather

Thursday Feb the 28th
This Day began with Fair weather Wind
S.W. Thermometer 23 below 0 Capts Crafts
Hunters got in Last Night 0 Co Camp

Friday ~~Feb the~~
March the 1st
This Day began with Fair weather
Wind North Thermometer 10 below

Saturday march 2nd
This Day begin with fair weather Wind N.E. Thermometer
11 below So Ends P.C

Sunday March the 3rd
This Day began with fair weather fair N.E
Thermometer 10 below the natives Shot two
Polar Bears and wounded the third seven

Monday March the 4th
This Day began with fair weather Wind
Thermometer 2 above Middle & Latter part
fair had a Birth Day Party for the Mate
on the Franklin So Ends P.C

Tuesday March 5th
This Day began with fair Weather
& Calm. Thermometer 3 below. Middle &
latter part the same So Ends P.C

Wednesday March 6th
This Day began with fair weather Wind N.E.
Thermometer 15 above So Ends P.C.

Thursday March the 7th
This Day began with Stormy Weather Wind
S.W. Thermometer 15 above Blowing hard and
Snowing Three Hunters came in with
about 1600 ll of meat So Ends P.C.

Friday March the 8th
This Day began with Strong S.W. Wind
Thermometer 15 above and Snowing Four more
Sleds came in with about 1000 ll of Deer
meat Latter Part Strong and Stormy

Saturday March the 9th
This Day began with Good Weather Wind
S.W. Thermometer 12 above a Native Woman
Died and was Buried So Ends P.C

Sunday — March the 11th
This Day began with a Strong wind from S.W. This Morning the Barometer Stood at 0 &c

Monday — March the 12th
This Day began with Some Weather Wind S.W. Thermometer about 12 above 0 Some of the Hunters have gone in one of the Sleighs more gone on Horseback to Hunting and Trading to day up to Fort Clark &c

Tuesday — March 13th
This Day began with fine weather Wind S.W. Thermometer at 7 above 0. It is a Shure Sign that the Traders Man is gone to Fort. To Louis &C

Wednesday — March the 14th
This Day began with good Weather Wind North Thermometer 15 below 0 &c &C

Thursday — March the 15th
This Day began with fine weather Wind North Thermometer 15 below 0 some Hunters on Board to Dinner To Clark &C

Friday — March the 16th
This Day began with good Weather Wind S.E. Thermometer 20 below 0 Some Hunters on Board of the Bilyea To Clark

Sunday — March 17th St Patricks Day or any other Irishmans This Day began with Fine Weather Wind N Thermometer 22 below Cold Clear Weather 30 in Evening a Reading Dispt with Hail & Sleet

Monday — March the 18th
This Day began with Fine cold Weather Wind N Thermometer 20 below Middle Part Fine in Evening a Reading Dispt St Patricks Day Entertainment in Honour of James Macdonnal who was crowned the Irish Kings son was present with a Crowd Barbers and Several of his Young Men to Represent Ireland &c Excels &c

Tuesday — March the 19th
This Day began with Fine Weather Wind N E Thermometer 22 below Middle & latter Part Fine So Excels &c

Wednesday — March the 20th
This Day began with fine Weather Wind N E Thermometer 22 below Nothing of Importance transpired this Day so Excels

Thursday — March the 21st
This Day began with Strong Gales from S.W. Thermometer 28 below Cold with Strong Wind all day &c Excels

22

Friday — This Day began with Strong Westerly Wind Thermometer 23 below Middle & latter Part the same

Saturday — March the 23rd
This Day began with a Strong Gale from the S.W. Thermometer 28 below Jno and the Indian Hunter got in

Sunday March the 24th
This Day began with a Gales from the West
Fahrenheit 26 below Middle and Latter
Fair Some more Deserters I have not
heard how many yet So Ends 9 C

monday March the 25th
This Day began with Fair Weather Wind
S.W. Thermometer 18 below Middle part Some
Latter part Snowy a gang of Cayuse Indians
got in with Meat for Shrakes and
a man that Deserted from the Fraser
Fraser came Back So Ends 7 C

Tuesday March the 26th
This Day began with Fair Snow
and Blowing hard from S.W. Thermometer
20 below Flanders a man that has a House
on the Sand Spit came up and told us that
the Deserters had come Back and come in
to his House and on his die not Hand to
us so think he was Hatcharing Deserters
he thought he would come in and
confess so Cast Cooks Father came in
with 2½ Deer Deserts mine no come yet
So Ends 7 C

Wednesday March the 27th
This Day began with a strong Gale from
S.W. Thermometer 28 below Mid Regular 24th
got in with 2 small Deer Meat Middle & Latter
Part Blowing

Thursday March the 28th
This Day began with a Strong Gale from S.W.
Thermometer 22 below Middle & Latter Part
Fair So Ends 7 C

Friday March the 29th
This Day began with fine weather this Cap[t] Tekalinas wife went on the Day Thermometer 13 below. at 6 Oclock Charley Wells Fell from between Decks Down the main Hatch and Injured so bad that he Died on Hour and a Half afterwards it Brought great Sorrow on all his Friends and his wife is in a Pitifull Condition So Ends This Day

Saturday March the 30th
This Day began with Fine Cold weather Wind Nor. Thermometer 16 below. The Bowels of Capt Wells were removed and filled with Salt he is to be put in the Ice House and sent Down in the Jenny Mudell and Latter part Time So Ends

Sunday March the 31st
This Day began with Fine weather Wind North. Thermometer Zero The Funeral took place at 2 P.M Service Read by Cap[t] Tilton 3 Verse of Prayer to the Burying ~~ground~~ End of the Service So Ends the

April
Monday ~~March~~ 1st
This Day began with a Strong Gale from the West Thermometer 6 below in the Morning Latter Part Fine So Ends

Tuesday April the 2nd
This Day began with Fine weather Strong Breeze W. S. W. one of Capt Coffins Ships Came in and Reports Meeting Three of the ~~Hunters~~ Deserters it is supposed that the other one has perished the Vessel Hunter got in with 350 lb. Deer Mud So Ends

Wednesday April the 3rd
This Day began with a Strong Gale from N.W.
Thermometer 2 below. this is a Cold Day
Morning Strong for the 24 hours to End

Thursday April the 4th
This Day began with a strong Breze. N.W.
Thermometer more Freezing all Day.

Friday April the 5th
This Day began with Good Weather
Light from N.W. Thermometer
14. above. at 8 Clock the Mail & a number of Hunters
and Traders came in to Cook 9 C

Saturday April the 6th
This Day began with good Weather
Wind N.W. Thermometer 2. above in the
afternoon Captain Murray has taken
Charge of the Fourches to Cook 9 C

Sunday April 7th
This Day began with Good Weather
Wind S.W. Thermometer Zero

Monday April the 8th
This Day began with Good Weather the
N.E. Thermometer 12. below to Cook 9 C

Tuesday April the 9th
This Day began with Fine Weather
Wind Calm Thermometer at Zero
a Man on the Rocky Mare Died last Night of
Consumtion

Wednesday April the 10th
This Day began with good Weather Wind
S.W. Thermometer 3 below Middle & latter
part [illegible] 9 C

Thursday April 11th
This Day began with Fine Weather Wind
Thermometer 12 above Caught on Board
242 lb of Deer Meat So Ends D C

Friday April the 12th
This Day began with Fine Weather Wind
S.W. Thermometer 20 above Some Hunters
went out and some came in Two Canoes
were seen and Fire Hopes So Ends one
man was Stabbed by a Mekicam on his arm
and Hip bone by Little Stickers

Saturday April the 13th
This Day began with Fine weather Wind
S.W. Thermometer 30 above Some of Jeremy
Loans Slaves Left Some of the Meate
Later Part Days Some Came

Sunday April the 14th
This Day began with Strong S.W. and Thermometer
Snowing and Blowing the 24 Hours so Ends

Monday April the 15th
This Day began with a Strong S.W. and Thermometer
Snowing and Blowing with and Late Part
the same

Tuesday April the 16th
This Day began with Fine Weather Wind
S.W. Thermometer J. Gillick Slob came in
meat So with 350 lb meat the Mekemam
came in the Stinger

Wednesday April the 17th
This Day began with Fine Weather Wind
Thermometer 22 above

Monday — April the 18th
This Day began with Fine Weather & Calm Thermometer
16 above middle & latter part Fine & above Freezing
Cap[t] &c

Tuesday April 19th
This Day began with Fine Weather Wind N.
Thermometer 12 above Double return Capt Green
and Murray Base Ball a long Play every
Day Ended service in the afternoon Two Hunters
came in to Cook Green his H.D. Water agam

Wednesday April the 22nd
This Day began with a Strong S.W. Wind. Thermometer
4 above some Snow in the air middle & latter
part of the Hears had my Hunter has shot One
Bear so Cook & Capt Gates played 6 Innings
of Base Ball the Game Finished 26 to 9 in Favour
of the Capt

Sunday April the 23rd
This Day began with Fine Weather Wind N
Thermometer 12 above Capt Green and the
Hunters This D has been the Finest of the Season

Wednesday April the 25th
This Day began with Fine weather Wind S.W.
Thermometer 20 below Middle and latter part

Thursday April the 26th
This Day began with Fine weather Wind S.W.
25 above middle & latter part Thought Comfortable
spent the Day at Mr Thomas Dempsters
Supped at Daniel Farly in Honour of her 6th Birth
Day.

Friday April 26th
This Day began with Fine Weather but Overcast
Thermometer 10 above Wind S.W. middle and latter Part
part Weather as Before &c.

Saturday April the 27th
This Day began with ~~Fine~~ weather Thermometer
Thermometer 10 above and Snowing middle & latter part
part Weather as Before & Black Birds began with Bird
with Black Wings

Monday April the 28th
This Day began with Fine weather Wind S.W.
Thermometer 20 above middle & latter part
Worked and went to Mr. Jas. Ivins Ravens

Tuesday April the 29th
This Day began with Fine Weather Wind S.W.
Thermometer 10 above middle & latter part Fine so Comfortable Cleared and Sick with a severe Cold

April Tuesday the 30th
This Day began with Fine Weather Wind S.W.
Thermometer 10 below Middle & latter part Fine
Thermometer came in and Stayed In Raven
as Before with a Cough and Sick with Cold

Wednesday May 1st
This Day began with Fine Cold Weather
Wind S.W. Thermometer 10 above as Before &c

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

Sunday

Monday

Sunday

Wednesday | May 29th
This Day began with Fine weather Wind N.E. Thermometer 70 above. Caulking Decks and geting ready for Sea Sun. and Dec melting Fat got our Water yesterday.

Thursday | May 30th
This Day begun with Fine weather wind East Thermometer 10 above 29 Sun Rose at 8 Sun Rose at 10 Employed himself in some unaccountable manner Employed himself in some unaccountable manner D. Employed himself in some unaccountable manner D. Employed himself in some unaccountable manner D.

Sunday

Wednesday

Saturday

Sunday

Monday

Tuesday

Wednesday June 12th
This Day we were [illegible] in N.W. Channel
to dress all hands at Work geting ready for the
Coming Season Connick went out to Cut

Thursday June 13th
This Day began with Fine weather Wind N.W
Thermometer 46 above middle & latter part Fine

Fryday June 14th
This Day began with Fine weather Wind N.W
Thermometer 50 above a man from the Belugas
through the Ice and was Drowned so Ended this Day

Saturday June 15th
This Day began with Fine weather Wind all
arownd Thermometer 50 above Connick went up
22 Fish so Ended

Sunday June 16
This Day began with Fine weather Wind N Thermometer
45 above middle & latter part Fine so Blowing Strong

Monday June 17th
This Day began with [illegible] weather [illegible]
Thermometer 50 above.

Tuesday June 18
This Day began with good Weather Wind N.W
Thermometer 50 above Last Weeks Today was
taken down and put in Pickel Dome Eyglis
came in with a few Skins Ice geting very bad

Wednesday June 19
This Day began With a Westerly Gale and Rain
Thermometer 53 above middle & latter part Fine
so Ended Tookaluna & Connick got in with 85 Fish

Thursday June 20th
This Day began with fine weather at 6 P.M.
Thermometer stood in the shade [illegible] Calm fresh
Fine In Port

Friday June 21st
This Day began with fine weather at 6 P.M. Thermometer
65 above

Table of Deaths at the commencement of Life and Infancy

Tuesday, Jan 24, 1882. 1 P.M.

1	3
1	Body
1	
1	
1	
3	11
12	

Sunday, Jan 29, 1882.

163	365
169	233
340 Head	339 - Body
109	185
124	431
258	143
210	341
1367	260
	305
	2251

Friday, Feb. 11. 1882.

	320
	356
Body.	301
	334
	108
	144
	237
	109
H...	186
	188
	145
	125
	130
	123
	2786

Whale Oil Shipped 1891

317 Sperm Nov 1 1/2 91
194 35 Bbls
110
140
291
307
180
237
196
112
168
170
112
240
262
111
288
315
322

Amount of Provisions received on board of the Pk. Wm. Bayliss 587. 188 &c.

Dec 4th 1889

Coffee 1 Bag.

Dec 5th 1889

Rice 1 "

Barley 1 "

Butter 1

Sugar 1

Flour 1

Salmon 1

Beans 2

Raisins 1

Soap 1

Potatoes 1

Dec 10th

" " "

" 1 "

" 1 "

" 2 "

" "

" "

Hon 27, 1890 (Sgd) Samuel [illegible] Surgeon

Beef & Pork. Dec 7th

One Cask Pork 4 1/2 barrels,
" " " 5 " "

Flour and Bread

1 Cask Flour 42 Sacks.
1 " " Jan 20th 26 " "
1 " " " " 25 " "
1 " Bread " " "

Meat Issued for Boyles

1881

Nov	26	Beef	3 3/4
Dec	6	Beef	4 1/4
Jan	2	Pork	4
	"	Beef	4
Feb	2	Pork	4
March	2	Beef	2 1/2
	19	Beef	3 1/2
Apr	11	Pork	5
May	6	Beef	4 3/4
	26	Pork	4 3/4
July	8	Beef	5
	2	Beef	3 1/2
Aug	20	Pork	3 1/4
	"	Pork	4 1/2
Sept	24	Beef	5

Flour Issued for Boyles Party

Nov 26	Sacks	4
Dec 7	"	4
18	"	4
Dec 27	"	23
Feb 2	"	32
Apr 11	"	31
June 15	"	31
Aug 2	"	30
Sept 24	"	26

Bread

One Cask	Allowance	
Dec 2	One	Cask
Jan 20	"	"
March	"	"
Apr 15	"	"
June	"	"
July	"	"
Sept 15	"	"

[illegible] Wallace Bros
[illegible] Montreal [illegible] Ft. 2. Bags
Montreal [illegible] Ft. 2. Bags
Oct 19. 1850 [illegible] 30. Do
[illegible] Do Do
[illegible]
Thursday. Ft. 2. Do

Nov 27 11 1850 Allage Cask 4 " Boys

Bo... Friday 24. 1880 Amo...
...ept 24 one cask. 3.
...ept 24 one cask. 4.
...ct 26 one cask. 5.
...ct 26 one cask. 4½.
...ct 14 one cask. 3½.
...ct 14 one cask. 4½.
...ay 10 one cask. 5.
...ec 13 one cask 3½
...ec 12 one cask 4½
...ec 1 one cask 4
...ec 14 one cask 5
...ec 29 one cask 4½
...ec 29 one cask 4½

...ec 14 one loaf sugar
...ay 12 one loaf sugar

Amount butter
...ay 12 one keg butter
...ay 12 one keg coffee
...ug 26 one keg coffee
...ug 30 one keg coffee
...ept 13 one keg butter
...ec the 1 one keg butter
Oct the 3 one keg butter

April the 1 1880

The amount molasses
...ept the first Gallon 1
...ay the 3 one barrel molasses 1
...ec the 12 one barrel molasses 1
...ug 31 one barrel molasses
Octob 13 one barrel molasses

...mount of meat use, 4 B. k. N. ½
March 1. 1880. amount bread. 4 B. N
March 1 one cask 3 12
April 9 one cask 3 47
May 22 one cask 3 49
June 19 one cask 3 12
Said July 25 open for...
...ept 14
Left 13 one cask bread

The amount of flour on hand at the commencement
April the 1 one cask 14 bags
June 3. 26 bags flour
July 16 Ten bags flour
Aug 19 flour 22 bags
October 12 flour 24 bags

...rown hims from the
...om hope July 16 186
...acks of flour 50
potatoes 40 lbs
bread 14 lbs
onions 2 bales
one box eggs

...ug the 14 one barrel salmon
Octob 13 one barrel salmon

Found upon the road

Dec. 16. Found upon the road.

Jan. 22. 1887. Do. Do. " 837. Do

Monday. Mar 28. Do. Do. " 870 Do.

" " " 880 Do Do

Found upon

Memoranda

July 18th To the H. Hacks 15 Bags Potatoes

" " " " One cask of Pork 6 Barrels

" " From the Hon Pdt 40 Bags Potatoes 50

Sacks of Meal 2 Bags Onions from Eggleston

Sept 25 To the Hon Pdt 1 Bag Potatoes

" 13 To the H. Square 1 Bbl Pork 4½ Barrels

" " " Potatoes 2 Sacks Bran

Oct 1891

Oct. 13th Receipt of Corn from

Collector 13	Collector 14	Collector 15
113	133	212
139	911	112
145	365	129
111	147	129
367	111	144
367	129	125
111	132	231
190	116	369
145	111	356
131	120	347
1792	138	369
	1916	111
		995
		2552

Sunday. Nov. 27. 1876. One Do
Monday. Dec. 6. 1876. One Do.
Sunday. Dec. 10. 1876. One Do
Tuesday. Dec. 19. 1876. One Do
Monday. Jan. 1. 1877. One Book for

Amount of Flour Consumed 1888

Nov 25	One	Cask	5 Large Sacks
Dec 15	"	"	23 Bags
March 12	"	"	21 "
May 16	"	"	20 "
July 10	"	"	26 "
Sept 10	"	"	23 "
Aug 25	"	"	58 Bags
Oct 25		"	24 "

Amount of Beef & Pork Condemned. 1884

	Beef	Barrels	Pork	Barrels
Nov 24	2	2	"	1
Dec 18	1	3.	"	3.
Jan 27	1	3 ½ marked	15.	2.
Feb 25	1	3 ¼ marked	5.	3
April 1	1	8.	"	2
May 1	"	"	"	2.
April 16	1	3.	"	1.
June 16	1	3 ½	"	3
July 21	1	3 ½	"	3 ¾
Aug 20	1	3 ½	"	3
Oct 9	1	3 ½	"	7 ½

Amount of Bread Consumed 1884

Jan 9.	One	Cask	"	965	Pounds
Feb 10.	1	"	"	890	"
Mar 12	"	"	"	885	"
May 16	"	"	"	940	"
June 16	"	"	"	875	"
July 26	Finished cask opened June 16.				

6 bags

July 16 1888. Received from Str Thomas Foyle.
Forty 70 lbs of Potatoes
Twenty eight 28 " " Bread
Five 8 " " Onions

July 25 1888. Received from Str Belvidere
One cask of Bread. Weight marked 103.
Sage of in 3/3.

July 25 1888 Delivered to Str Belvidere
One cask of Beef marked 5 barrels.

July 26 Received from Str Lagoda
One tierce of Molasses

Amount of cash collected with Thanksgiving Collection - 3

23		27		208	345-	262	365		
364		205-		182	183	187	214		254
316		110		177	340	369	167		286
144		334		302	255-	255-	337		204-
149		370		238	133		211		203-
365		396		167	52	132	210		208
230		256		132	35-	149	259		
146		257		255-	338	238	187		
216		333		290	237	367	233		
260		225-		310	190	234	169		
214				214	342	145-	257		
206							307		
315									

May 21. Sept. 8

Amount of Cash collected with Harvest Collection

342	10	153	231	October	27
305-	308	227		5617(180	
257	22	110		31	
251	335	145-		5-1	
52	208	90		252	
305-	250	170			
370	143	345-			
155-	188	280			

March 5th 1881. One Keg of Butter. 1
" " " " Barrell of molasses. 1
" 8th " " " Sugar Vinegar rice dried apples, barley, corn, beans.
April 8th " Barrell of Molasses. 2
May 8th " " " 5
15th " One Keg Butter 2
June 8 " Molasses 4
July 8 " " 5
August " " 6
" 1st " Butter 3

1877

[illegible]

" " " " [illegible]

[illegible]

Pork 2 tierces
Beef 1 cask 3 1/4
" " " 3 3/4
Pork 2 Tierces
" One Cask 3 1/2
Beef " " "
" " " 5
August 1 st
" "
Beef one Cask 5
Pork " " 3 1/2
Beef " " 4 1/2
Pork " " 4 1/2
Beef " " 4 1/2

[illegible]

March 5 th 1877
April 22 nd "
" " "
May 22 nd "
" " "
[illegible]
" "
July 9 th "

[illegible]

[illegible]
[illegible] 3 rd
[illegible] 8 th
[illegible] 15 th

Bread and Flour

March 28 th "
April 21 st "
April 28 th "
May 17 th "
June 20 th "
August 22 nd "
Sept 16 th "

March 5 th 1877

1 Bread 164 33 Pds
2 Bread 167 34 5 Pds
Flour 60 Sacks
3 Bread 9
4 Bread 11 5
5 Bread.
Flour 96 Sacks

Gauges of the casks filled with oil
Oct 15th 1889.

111	157	128	148
110	178	129	183
110	151	112	187
147	126	152	186
111	112		

L 2 1 1 1/2